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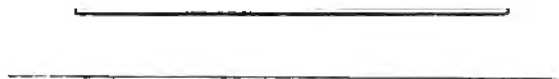
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# ACCOUNTS AND PAPERS:

*FIFTY-SIX VOLUMES.*

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— (14.) —

EAST INDIA—*continued.*

RAILWAYS ; TRADE.

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Session

23 *January* 1901 — 17 *August* 1901.

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VOL. L.

1901.

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# ACCOUNTS AND PAPERS:

1901.

## FIFTY-SIX VOLUMES:—CONTENTS OF THE FOURTEENTH VOLUME.

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RETURN to an Address of the Honourable the House of Commons,  
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“ COPY of a DESPATCH from the GOVERNMENT OF INDIA, dated the 17th day of January 1901, and of the reply thereto of the SECRETARY OF STATE FOR INDIA in Council, dated the 7th day of June 1901, on the subject of Memorials from the Officers of the Public Works Department appointed from the Royal Indian Engineering College in the years 1873–1878.”

India Office,  
25 July 1901.

}

ARTHUR GODLEY,  
Under-Secretary of State.

*(Sir Seymour King.)*

---

*Ordered, by The House of Commons, to be Printed,  
29 July 1901.*

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## No. 1.

### LETTER FROM THE GOVERNMENT OF INDIA TO THE RIGHT HONOURABLE LORD GEORGE FRANCIS HAMILTON, HER MAJESTY'S SECRETARY OF STATE FOR INDIA.

No. 5 Public Works of 1901, dated the 17th January 1901.

We have had under our consideration, for some time past, memorials submitted by engineers appointed from the Royal Engineering College during the first few years after the opening of that institution. Generally speaking, the memorialists may be described as those appointed to the department in the years 1873 to 1878 inclusive, and all, therefore, entered the college between the date of its first opening in 1870 and the year 1875. In paragraph 4 of our Despatch No. 26 P.W., dated 24th August 1899, relating

\* Dated 19th February, 1900.

Telegram from Secretary of State to Viceroy.

Your Public Works Despatch No. 26, 24th August last. When may I expect memorials referred to in paragraph 4, with your views?

Dated 22nd February 1900.

Telegram from Viceroy to Secretary of State.

Your telegram in the Public Works Department, dated 19th February last. Case under consideration. There is likely to be further delay, as case involves much difficulty.

† Despatch No. 10 P.W., dated 30th March 1899, to Secretary of State.

Despatch No. 21 P.W., dated 1st June 1899, from Secretary of State.

under consideration, have also retired, either with or without the advantage of the special terms referred to above.

to the case of Mr. C. H. Holme, an engineer of the North-Western Provinces and Oudh list, with which we forwarded a similar memorial from him, we referred to the existence of these memorials, and there has been some later telegraphic correspondence\* on the same subject with your Lordship. Mr. Holme, as your Lordship is aware, has since retired unconditionally on the terms approved in the correspondence quoted in the margin;† some other of the officers, whose memorials have been

The memorials themselves, together with a schedule containing a general abstract of the several prayers contained in them, are now forwarded for Your Lordship's consideration and orders. It will be observed that most of the memorials are addressed to His Excellency the Viceroy, and that the principal prayers are as follows:—

- (a) That adequate compensation shall be given for the depreciation of the currency in which each memorialist has been paid.
- (b) That pensions shall be paid in sterling at 2s. per rupee.
- (c) That adequate compensation shall be given for loss suffered on account of slow promotion.

Many of the memorialists who were appointed in 1878 also pray

- (d) That they may be allowed the privilege, which was conceded to men appointed in the previous years, of drawing their furlough allowances, when paid in England, at the rate of 2s. to the rupee.

In the following paragraphs we shall endeavour to place before your Lordship a statement of the facts connected with the prayers of the memorialists as they present themselves to us, and of the general conclusions which we have formed so far as the information available enables us to do so.

2. In the first place, it is necessary to remark that these memorials, with the exception of one which refers solely to the special terms sanctioned in 1899 for officers of the years 1874 to 1876, and perhaps two others which refer to that concession while putting forward other claims, are wholly distinct from the memorials from certain Madras officers which were forwarded with our Despatch No. 10 P.W., dated 30th March 1899. In that correspondence we recommended that, subject to certain restrictions, engineers appointed from the Royal Engineering College in the years 1874 to 1876 should be permitted to retire at once on the pensions admissible as for 25 years' service. This moderate concession, which was subsequently sanctioned, was recommended on consideration of the fact that the retirement scheme of 1893 gave very inadequate advantage to the officers appointed

in the years 1873 to 1876, very few of whom were able to avail themselves of it; that the block which that scheme was intended to remove had not been entirely removed; that there were several men of those years whose prospects were very unfavourable; and that a few of them had expressed a desire to retire on the terms then proposed. So far as the men of the year 1874 were concerned, it may be observed that the concession then proposed only amounted to permission to retire a few months earlier than they could have done otherwise. It is true that, in forwarding their applications, we supported them on the ground that the promotion which it had been found possible to give them had been far worse than that which they had been led to expect when they entered the college; but we did not suppose that the offer of the special terms proposed to the officers of the years concerned, who might be willing to accept them, would satisfy the claims of other men of these and of later years who had suffered from retarded promotion. The memorialists of that time asked only for permission to retire a few months, or years, earlier than they would otherwise be entitled to retire, and the loss of pay due to retarded promotion and other causes was only one of the reasons urged in support of that moderate request. The question of compensation for retarded promotion in any other form had not within recent years been raised; but the present memorialists, whose case is now under consideration, have directly raised that question; and although some of them have asked, among other requests, that they may be allowed to retire at once, the main prayer of their petition is that they may receive, in some form or other, adequate compensation for the losses they claim to have sustained. We consider it important that this point should be made perfectly clear, because we have reason to believe that an opinion has prevailed that the special retirement scheme of 1899 was put forward by this Government, and accepted by the Secretary of State, as the only compensation that it was necessary to offer to the officers appointed in the years 1873-77, or in later years, for the non-fulfilment of promises made in the earlier prospectus of the college under which all put forward certain claims. We desire to state clearly that no claims for such compensation were then before us except on the part of a few officers who claimed nothing more, in satisfaction of all their demands, than the privilege of being allowed to retire at once on the terms then proposed.

3. Referring now to the memorial of Mr. G. G. White, Executive Engineer, Central Provinces, which, as we have said, differs from the others in that it asks only for the extension to him, an officer appointed in 1877, of the special terms sanctioned for officers of the years 1874 to 1876, we may observe, in the first place, that the fact that those terms were not recommended for, or offered to, the officers appointed in 1877 shows clearly that this Government did not put forward that retirement scheme as compensation for all the men who had received the earlier prospectus on which the present claims are based; for the men of the year 1877, who certainly entered the Department under that prospectus, were expressly excluded from the scheme. The point was in fact fully considered at the time, and it was at first proposed to consider, after a year's interval, whether the men of 1877 might then be recommended for the benefit of the terms. But it was eventually decided that the representation to Your Lordship should, so far as the terms then recommended were concerned, be final, and should not be qualified by any proposal to consider matters further after a year had elapsed. Our reasons for that decision were that the men appointed in 1877 had only 16 years' service when the terms of 1893 were offered to them, and had therefore more to gain by accepting them than the men of earlier years. This is proved by the fact that 15 of the men of that year accepted the terms of 1893, whereas only 13 men of the three earlier years, 1874 to 1876, availed themselves of the offer. It was further noticed that the prospects of further promotion for the men of 1877 were more hopeful than those of men of the earlier years, and would be improved to some extent by the retirements among their seniors which were anticipated as a result of the scheme then under consideration. Lastly, in the existing depleted state of the Department, we were not at all inclined to encourage premature retirements among men of the standing of these officers. The reasons which then influenced us in discouraging further retirements among these officers still hold good, and we consider that neither

Mr. White nor any other officer of 1877 should be permitted to retire on the terms offered to men of the earlier years; nor do we propose to recommend any further scheme of premature retirement to meet the claims of any of these officers on account of retarded promotion. If any compensation can be fairly claimed on account of loss of pay due to promotion having been slower than might have been reasonably expected, we consider that it should take some other form, such as a bonus, or an increased pension, payable in full only on completion of the term of service contemplated in the prospectus on which the claim is based. In short, we prefer that compensation, if given at all, should be in the form of a premium on long service rather than of an inducement to premature retirement.

4. This conclusion leads us naturally to the consideration of the general question which forms the main subject of all the other memorials which are now forwarded, namely, whether any compensation whatever is due to men appointed from the Royal Indian Engineering College in certain years, as described in the opening paragraph of this despatch, on account of the non-fulfilment of promises held out to them, on the faith of which all allege that they entered the college. There is a preliminary difficulty, to which we must first refer, in ascertaining the exact terms of the prospectuses actually issued to the candidates for each successive year from 1872 to 1875, and also as to the extent to which some of these terms may have been modified by later orders or by assurances given to the students before leaving the college. To avoid cumbering this despatch with unnecessary matter we have included in two separate Appendices, II. (a) and II. (b), all the information which we have at our disposal bearing on these two points, but we consider that we must leave it to Your Lordship to decide, in accordance with the full information which is doubtless available in the records of the India Office, what were the exact terms of the prospectus issued in each year, and whether the conditions of the contracts may be regarded as identical for all the memorialists, that is, to all students who entered the Department up to and including the year 1878.

We are inclined to believe that, in spite of certain differences in the prospectuses issued in the years 1872 to 1874, these conditions may be regarded as practically identical for all men who entered the college on the strength of those prospectuses, *i.e.*, for all who were appointed to the Department before 1878, because all these officers were subsequently allowed the privilege of drawing furlough allowances in sterling at the rate of 2s. to the rupee, without reference to the maximum limit stated in the prospectus of 1872, but omitted from those of the subsequent years. The point on which we are most doubtful is whether the men who entered the Department in 1878, of whom there are now 22 in the service, can claim that they are on precisely the same footing as those who were appointed up to 1877, in view of the fact that the privilege of drawing furlough allowance in sterling at the rate of 2s. to the rupee has not hitherto been extended to them. It will be observed that 10 of the memorialists who were appointed in 1878 now ask for this privilege in addition to any others that may be conceded to the memorialists of the earlier years, and we think that it will be convenient to consider in the first place this prayer [(d) of paragraph 1].

As stated in Appendix II. (a), the claim of the memorialists has hitherto rested on the ground that the prospectus for the year 1875, as it appears in the college calendar which each student was obliged to procure for himself after admission to the college, was identical with that for the year 1874 in so far as the particular paragraph relating to furlough allowances is concerned. We have hitherto supposed that the prospectus which is included in the college calendar differed, through mere inadvertence, from that which was actually supplied to the candidates for admission in 1875, before they presented themselves for examination, but it has recently been brought to our notice that at least one of the entrants of this year (Mr. H. P. Burt) was supplied, before the examination, with a prospectus in which section 26b of the 2nd edition of the Civil Leave Code was not appended, and in which the paragraph relating to furlough allowances was identical with that in the prospectus for 1874; and we understand that this particular prospectus has already been forwarded to the India Office by the officer in question. We

think, therefore, that if there are reasonable grounds for supposing that at least some of the candidates in this year may have been supplied with prospectuses similar to those of 1874, and that two differently worded prospectuses were issued to the candidates for admission in 1875, the claim of all the candidates in that year to the benefit of the more favourable one, which appears to have been subsequently included in the college calendar for that year, is one which deserves further consideration.

5. We now proceed to the more general question stated at the commencement of paragraph 4, which depends, in our opinion, on two issues: first, whether, as alleged by the memorialists, the prospectus must be taken as the basis of the contract with the Secretary of State; and, secondly, whether there has been a failure to substantially fulfil the promises held out to induce the memorialists to enter the public service.

On the first of these issues we are hardly in a position to form an opinion. The Government of India are indeed aware that special concessions in connection with the rate at which their furlough allowances should be paid, were granted in 1890, without reference to this Government, to officers of the years 1873-77, on the ground that, "as those officers had incurred the expense of education at the college on the faith of the prospectus, a contract had virtually been entered into with them on that basis." We therefore presume that the prospectus should be regarded as the basis of a contract in respect of other matters than the rate of furlough allowances; but as these documents were not issued by the Government of India, who, moreover, have no fully authenticated copies of the prospectus issued in successive years to candidates for admission to the college, they consider that this first issue is one that must be left wholly to Your Lordship's decision.

6. We turn then to a consideration of the second issue, namely, whether there has been a virtual failure to fulfil the promises held out, to induce the memorialists to enter the public service.

With reference to this point, we submit, as Appendix III. to this despatch, a general statement of the case from the memorialists' point of view which has been drawn up by a prominent member of the Engineer Establishment, who belongs to the same class, and will now state our own views on the first three prayers of the memorialists as stated in paragraph 1. As regards the first of these, prayer (a), to the effect that adequate compensation may be given for the depreciation of the currency in which the memorialists are paid, we are of opinion that the expressions in the earlier prospectus which indicated that a rupee was at that time nearly equivalent to one-tenth of a pound cannot possibly be held to justify a claim in behalf of the memorialists for payment of their salaries in any other currency than that in which all the Indian services are paid, whether appointed in England or in India, or to compensation for the depreciation of that currency on any other scale than that which has been sanctioned for those services in the Exchange Compensation Rules. We are unable, therefore, to recommend that the prayer for adequate compensation for the depreciation in the gold value of the rupee should be favourably considered.

7. Prayer (b) is to the effect that pensions may be paid in sterling at the rate of 2s. to the rupee. This claim is based partly on the expressions in the earlier prospectus to which reference has just been made, and which are cited in Appendix II. (a); partly on the minute by the late Sir George Chesney which was appended to our Public Work Despatch No. 15, dated 28th January 1890, and on a subsequent letter by the same officer dated October 29th 1892, which is said to have been addressed to the Under-Secretary of State for India, and of which a copy is appended to some of the memorials; and partly on statements made by the Secretary and Under-Secretary of State, in and out of Parliament, at the time that the college was first instituted, to the effect that the officers appointed to the Public Works Department from the college would be placed on a level with the civil and military services. As regards the first of these reasons, we are of opinion that the expressions in the prospectus do not in themselves justify the claim for sterling pensions any more than they justify a claim for payment of salaries at the rate of about 2s. to the rupee. The case for granting pensions

at some privileged rate of exchange in consideration of the great fall in the gold value of the rupee, which occurred after the memorialists entered college, would have been just as strong if these expressions had been omitted from the earlier prospectuses. These prospectuses were laid before the Parliamentary Committee appointed in 1890 to consider and report upon the alleged grievances of the uncovenanted Civil Servants of India arising from the change in the relative value of gold and silver money, and their Leave and Pension Rules; and the Committee, in recommending that the minimum rate of exchange for payment of pensions should be fixed by Government at the rate of 1s. 9d. to the rupee, did not propose that any higher rate should be allowed to the Civil Engineers, who had entered the service from Coopers Hill on the strength of these prospectuses. It has, however, been represented that the omission of the Select Committee to make any special recommendation in their favour should not be regarded as decisive, because it appears from the answer given by Your Lordship to a question asked in Parliament by Mr. Kimber on the 7th of August last that our Public Works Despatch No. 15, dated 28th January 1890, to which Sir G. Chesney's minute was appended, was not included among the papers laid before the Committee. We think that, if these important papers were not laid before the Committee, it may fairly be contended by the memorialists that the fact that the Special Committee did not make any special recommendation on their behalf should not be regarded as in itself precluding a further examination of their claims to a payment of pensions at a higher rate of exchange than that which was proposed as a minimum by the Committee, and we recommend therefore that this prayer should be considered by Your Lordship on its merits.

8. It remains to consider prayer (c), in which it is asked that adequate compensation may be given for the loss suffered on account of the slowness of promotion as compared with the rate held out in the leaflet appended to the prospectuses issued to certain officers. This question is one that does not appear to have been covered in any way by the Report of the Parliamentary Committee of 1890, and it was in fact ruled by the Chairman, in question 705, that the question of retarded promotion was not within the competence of the Committee, except in so far as such retardation was attributable to the fluctuating value of the rupee. We think, therefore, that, if the memorialists' contention that the prospectus must be regarded as the basis of the contract is admitted, this question is one which is entitled to consideration, and we shall endeavour, as far as possible, to lay the facts before Your Lordship. In the first place, we must observe that we have no certain information as to the prospectuses to which this leaflet was attached, and the latter has never been included in the college calendars; but, as memorialists of each of the years under consideration rely on it in support of their claims, there is a presumption that it was issued to all. As to the leaflet itself, we cannot but admit that the average rate of promotion indicated in it has never been attained, and was indeed impossible of attainment. It has not been contended that the statements made in it as to the average rate of promotion in the past were in themselves incorrect, but it is certain that they were very misleading as even an approximate forecast of the rate that might be anticipated in future under entirely different conditions of recruitment. When the reorganisation scheme of 1893 was elaborated, in which the departmental scale was so modified as to greatly improve the rate of promotion then prevalent, it was estimated that, under that scheme, the average length of service before promotion to the rank of executive engineer, first grade, would be 19 years, whereas the average rate indicated in the leaflet, under a much less favourable scale, was only 11½ years. It is indeed true that the leaflet contained a warning to the effect that "from various causes the promotion in the past has been somewhat more rapid than may be expected in the future," but it may be fairly urged that the very terms of this warning implied an assurance that the rate of promotion in the future would not be very much slower than that indicated in the statement.

9. We have, however, to remark that, whatever the failure may have been in the fulfilment of more or less specific promises held out to the memorialists, account must, in our opinion, be taken on the other side of all advantages which the memorialists have received, but to which they were not entitled

under the terms of the prospectus, and that claims for compensation should be limited to the residual loss that may have been sustained after taking full account of these advantages. The advantages to which we refer are the following:—

- (1.) The increased pay in the grades of assistant engineer, first grade, and executive engineer, fourth grade (old scale), under the orders of 1884, which all these officers have enjoyed to a greater or less extent.
- (2.) The increased pay in the executive engineer, first and second grades, under the orders of 1893, which they have also had, and still have.
- (3.) The increased pay drawn from the 1st January 1900 by superintending engineers of the third and second classes under the sanction conveyed in Your Lordship's despatch No. 53 P.W., dated 14th December 1899.
- (4.) Permission to retire on pension after 20 and 25 years' service, including furlough, instead of after 30 years, with or without a certain amount of furlough included (*see* paragraph 13).
- (5.) The addition of a special pension of Rs. 1,000 to superintending engineers, and Rs. 2,000 to chief engineers, over and above the Rs. 5,000 promised in the prospectus, which means a pension of Rs. 6,000 or Rs. 7,000, after 25 years' service, inclusive of furlough, instead of Rs. 5,000 only, after 30 years' service, which may be inclusive or exclusive of furlough (*see* paragraph 13).

In endeavouring to frame the estimate of residual loss, the main facts we have had to consider are: first, the pay that would have accrued under a reasonable interpretation of the leaflet which appears to have been attached to the prospectus; secondly, the pay that has actually accrued under the conditions of service as modified by the advantages numbered (1), (2) and (3) of the foregoing paragraph; and, thirdly, the set-off to the loss of pay shown by the above comparison, by reason of the increased pensions attainable at earlier periods of service than those mentioned in the prospectus.

10. The first difficulty that met us in the course of the inquiry was a question as to the period on which the comparison between the pay under the prospectus and that which has actually accrued should be based; and our conclusion is that a standard measure of compensation can only be obtained by working out the comparison for the full period of 30 years' service contemplated in the prospectus. We have therefore assumed, in the cases selected as standards for calculating the difference, representing the loss of pay, that the several officers would not have retired until the age of 55 years, when they are, under existing rules, compelled to retire, and when, moreover, they would generally have completed thirty years of active service exclusive of furlough. The propriety of this assumption is not affected by the consideration that it may now be possible for an officer to retire after 25 years' service, including four years' furlough, on a pension of even Rs. 6,000, as compared with one of Rs. 5,000 only after 30 years' active service, not including time spent on furlough, which is all that was promised in the prospectus. The concession which has been made in this respect is no doubt a great one, for which due allowance is hereafter made when discussing the case of those who may actually avail themselves of it; but it is contended that it is a concession only to those who do avail themselves of it. For instance, it is said that it would be no satisfaction to an officer, who retires at the end of 30 years' active service after having received, say, Rs. 50,000 less than he might have legitimately expected under the terms of the prospectus, to be told that he might have retired, if he wished, on a full pension of Rs. 5,000, or even on an enhanced one of Rs. 6,000, several years earlier. He might, it is contended, reasonably answer that the fact of Government having offered an option of retirement, of which he was unable to avail himself, did not affect the case. It follows, therefore, in the case of such officers, and this is the point that we desire to press, that if we are to compare the short pay attributable to retarded promotion with the capitalised value of a pension in excess of that promised in the prospectus, we must calculate the former for the whole period of service, and the latter with reference to the date of the termination of the service. It is for this reason that, in the cases we have selected as standards for measuring



the compensation, the set-off, due to the increased pension, is based on the assumption that the pension cannot, under the terms of the original prospectus, be claimed until the age of 55 years, and that the loss of pay is calculated on the same hypothesis, namely, on the loss that has accrued, or may accrue, on a service completed up to that age. At the same time we have separately considered the value of the privilege of being allowed to retire on full pension which must be taken into account in the case of those who may actually avail themselves of this privilege.

11. In making calculations on this basis we have not lost sight of the warning contained in the leaflet to which we have already referred, and which undoubtedly justifies us in applying a rate of promotion, for comparison with the actual, materially slower than the rate indicated in the leaflet. We have, therefore, assumed an increase of 10 per cent. in the average length of service before attaining the various grades in the ranks of Assistant and Executive Engineer, and of no less than 20 per cent. in the case of the administrative ranks, as in the following table:—

Grade.	AVERAGE LENGTH OF SERVICE BEFORE PROMOTION TO EACH GRADE.			
	Leaflet.		As now assumed.	
	Years.	Months.	Years.	Months.
To Assistant Engineer, 1st	4	0	4	5
„ Executive „ 4th	6	6	7	2
„ „ „ 3rd	7	6	8	3
„ „ „ 2nd	9	8	10	8
„ „ „ 1st	12	9	14	0
„ Superintending „ 3rd	16	8*	20	0
„ „ „ 2nd	17	4	20	10
„ „ „ 1st	17	9	21	4
„ Chief „ 3rd	18	8	22	4
„ „ „ 2nd	19	0	22	10
„ „ „ 1st	20	4	24	5

\* Note.—The average length of service before promotion to the rank of Superintending Engineer, 3rd class, was by a curious omission not stated in the leaflet. The period of 16½ years shown in the table above has therefore been interpolated for the purpose of the calculations.

12. We have had to consider other difficulties in attempting to estimate the loss of pay due to the slow rate of promotion such as those due to the factor of selection, and the extra emoluments that have been drawn in particular appointments for special reasons, or by officers in foreign service. These questions have been discussed at some length in Appendix IV., which is accompanied by a table embodying the results of the calculations that have been made in 26 cases that may be regarded as fairly representative. The general conclusions are that, in the case of the few officers who may prove themselves ineligible for the Superintending Engineer class, the ultimate loss of pay due to the slow rate of promotion will be small, and will probably not exceed on the average Rs. 5,000, but that in the case of those who have already attained or are likely eventually to attain the rank of Superintending Engineer the average loss will probably not be less than Rs. 35,000. In the case of the ablest officers who may rise to the rank of Chief Engineer the loss that may be assumed will be much greater than this, and the difference may often exceed the difference between the capitalised values of the special pensions of a Chief and Superintending Engineer.

13. We have next to consider the point which has already been referred to in paragraph 9, viz., the extent to which any compensation that may be considered due to an officer on account of the slow rate of promotion should be reduced, in consideration of the advantages which the memorialists have received, but to which they were not entitled under the terms of the prospectus. It is unnecessary to consider advantages (1), (2) and (3) because account has been automatically taken of them in making the calculations the results of which are shown in Appendix IV. As regards advantage (4), which may be called the privilege of premature retirement, it has already been pointed out that, under the terms of the original prospectus, the claim to pension did

not mature, except in cases of retirement under a medical certificate, until the completion of 30 years' service exclusive of all periods spent on long leave ; and that, as most officers entered at about the age of 22, the claim would not generally mature until the 55th birthday. But a claim has been put forward on behalf of the memorialists, which, for reasons which are stated at length in Appendix II. (b), appear to us to have some solid foundation, that they are entitled to count a certain portion of leave as active service on the strength of promises made to them at the college, which were not embodied in the prospectus, though they were eventually confirmed by the Secretary of State's Financial despatch No. 310, dated 10th August 1876. The decision on this claim we must leave to your Lordship ; but, if it is allowed, the time at which a claim to pension would mature, and on which our calculations of short pay should be based, would be generally about the 52nd instead of the 55th birthday. So far as the amount of short pay is concerned, the reduction in the assumed length of service might conceivably lead to an increase or a decrease in the amounts as calculated in Appendix IV., and the result would, in fact, vary according to circumstances. But the advantage to the memorialists would be that the full calculated compensation could be claimed three years earlier than under the former hypothesis.

The actual age at which a claim to the ordinary pension of Rs. 5,000 will mature will depend not only on the decision whether a certain amount of long leave may or may not count as service towards pension, but also on the amount of such leave taken, and on the age at which an officer may have entered the Department. For present purposes we have assumed, in the tables in Appendix V., to which we shall presently refer, that the prescribed period of 30 years' service would be completed on the 55th or 52nd birthday, according as time spent on long leave is excluded or included. It would be easy, however, to make additions to the table to meet the case of claims maturing at any other age, but this is for the present hardly necessary.

The privilege of retiring on the full ordinary pension of Rs. 5,000 after only 25 years' service, which may include three years spent on long leave, was sanctioned in Secretary of State's despatch No. 18 P. W., dated 22nd March 1883, under which it is possible for an officer entering the service on his 22nd birthday to retire on his 47th birthday, or any subsequent date intermediate between this and his 55th birthday. In columns 2 and 3 of the 1st table in Appendix V. we have shown the cost to Government of this concession on the assumption that the claim to pension would otherwise mature on the 55th and 52nd birthday respectively. As the pension will be payable in sterling at 1s. 9d. to the rupee, the true rupee value of the pension (with the rupee at 1s. 4d.) has been taken at Rs. 6,562-5. It will be seen that this privilege of premature retirement has imposed a great cost on the State, and represents a corresponding benefit to the officers who may avail themselves of the concession. We consider that, when such officers claim compensation for non-fulfillment of promises held out to them, Government is justified in claiming that the value, or cost to the State, of this concession, should be thrown into the other side of the scale, and that the amounts shown in columns 2 and 3 may fairly be deducted from any amounts that may be considered due to an officer as compensation for slow promotion if he exercises the privilege of retiring before his claim to pension would mature under the terms of the prospectus which is claimed as the basis of his contract.

14. We have next to consider advantage (5) of those enumerated in paragraph 9, viz., the value of the special pensions of a Superintending Engineer and Chief Engineer, which were also conceded in Secretary of State's despatch No. 18 P. W., dated 22nd March 1883. These special pensions of Rs. 1,000 and Rs. 2,000 per annum are payable, in addition to the ordinary pension of Rs. 5,000, to any officer who, on the date of retiring on ordinary pension, has completed three years' approved service in the ranks of Superintending and Chief Engineer respectively. The cost to Government will, therefore, be the capitalised value of the special pension on the date of retirement. This value has been shown in column 4 of Table I. in Appendix V., for the Superintending Engineers' special pension, which, if paid in sterling at the rate of 1s. 9d. to the rupee, is equivalent to a rupee

pension of Rs. 1,312-5. The value of the Chief Engineer's special pension will be double the amount shown in the same column. The application of this table to any case that may occur in practice is illustrated by the example given therein, and the method adopted in calculating the values in the table is explained in the same Appendix.

15. It has, however, been represented to us on behalf of the memorialists, by an officer whom we have consulted in the matter, that these values, though correctly representing the probable cost to the State of the improved pensions actually granted, do not really represent either the value of the concession to the officers concerned or the amounts that may equitably be deducted from any compensation that may be considered due to them on account of their slow promotion. It is contended that the promise of pension is a prospective advantage contingent on the individual surviving to claim it, and that it is offered equally to all members of a service in order to induce them to serve for a prolonged period, and that it forms parts of the emoluments of the service and is of the nature of "deferred pay," and in fact has been so defined in Government of India Resolution No. 4359 of 14th October 1871 (*see* extract, Appendix VI. to despatch). In return for the emoluments offered (of which the promise of pension forms part), the State receives service from all its servants to whom the promise was made. It is, therefore, contended that it is not equitable that, in taking credit for the value of an improvement in such pension, the State should attempt to recoup itself for the cost of the improvement wholly from the comparatively few individuals who have been fortunate enough to survive the risks of the service and live to claim it, but that the total cost of the improvement should be divided amongst the whole of the members of the service who worked for the State in return for it. Further, it is pointed out that, as, owing to their admittedly slow promotion the pay drawn yearly by the memorialists throughout their service has been much below what they had a reasonable right to expect under the inducements held out to them, and as, in assessing the compensation for this, it is proposed that the value of the improved pensions is to be set off against those short payments in the past, it is therefore permissible to consider that yearly premia sufficient for the purchase of those improvements may be deducted from the yearly short payments, and that the yearly differences only should be recognised as the basis for assessing compensation. On this principle Table III. of Appendix V. has been prepared; it shows the annual premia which (according to the tables of Appendix No. 9 of the Civil Service Regulations), if paid from the age of 22 to date of retirement, would purchase the improved pensions, and the total to which those premia would amount during the period assumed. In this total interest is omitted because, in the calculation made in Appendix IV., no interest has been allowed in the assessment of loss of pay suffered by the memorialists in consequence of their slow promotion, and therefore, it is argued, no interest ought to be considered to accrue on the premia supposed to have been contemporaneously devoted to the purchase of the pensions promised. It may, however, be remarked that, though the deductions arrived at by this method are necessarily much below those shown in Table I. of Appendix V., yet if compound interest at  $3\frac{1}{2}$  per cent. be added to them, and if account be taken of the premia supposed to be paid on account of those officers who have failed to obtain pension, the total "amount" of those premia for a service of given strength would be identical with the total, according to Table I., of the cost to Government of the pensions to that number of officers who, on the same scale of mortality, would survive to claim them. The essential difference, therefore, between the two methods is that, by the first method, explained in paragraphs 13 and 14, the whole cost to the State of the improved pensions would be debited against the officers who actually benefit by them, whereas in the second method, explained in this paragraph, it is divided amongst all the officers to whom the pensions were promised in proportion to the length of service each has worked for the State. It is contended that this latter method is the more equitable one, because the State has already saved by the slow promotion and consequent loss of pay suffered by those who have failed to profit by the improved pensions, and that it is therefore equitable for it to

write off their share of the supposed premia rather than to attempt to recover the whole cost of the improved pension from the survivors.

We have stated this argument at length because we think that it is desirable to place the case for the memorialists as fully as possible before Your Lordship. In illustration we have also, as we have said, appended as Table III. of Appendix V., a statement corresponding with that in Table I., showing the values of these pecuniary concessions, if calculated in the manner proposed, for the particular case of an officer entering the service in 1876 at the age of 22. The values in the case of entrants in other years or at other ages will be slightly different, but the variations will not be great. We do not think it necessary to traverse the argument at length; but we are of opinion that the value of a pecuniary concession cannot be taken, for the purpose now under consideration, at any other amount than that for which it could be purchased at the time of entering into enjoyment of it, which is the basis on which the calculations for Table I. of Appendix V. have been made.

16. We consider, therefore, that, in order to obtain a true measure of the net loss which individual memorialists may claim to have sustained, the gross loss due to the slow rate of promotion should be calculated as in Appendix IV., and that the set-off on account of the value of the pecuniary concessions made to them after joining the service should be determined as in Table I., Appendix V. It is shown in Appendix IV. that the average short pay for an officer who may attain the rank of Superintending Engineer may be estimated, approximately, at Rs. 34,814, and if he retires with a Superintending Engineer's special pension, this amount would be subject to a reduction, on account of this special pension, varying from Rs. 14,634 to Rs. 11,868, according to his age at date of retirement. If we assume that he is entitled (under the terms of the original prospectus as modified by the orders of 1876, allowing a certain amount of long leave to count as service towards pension) to retire at the age of 52, and that he actually retires at that age, the compensation due to him would amount to Rs. 21,896, or in round numbers, Rs. 22,000. If the officer should, however, have attained the rank of Chief Engineer, the short pay which he would be entitled to claim would probably greatly exceed the average for the Superintending Engineer class, but, on the other hand, the amount to be deducted on account of the special pension would be twice as great as for that class. The net compensation due to Chief Engineers would probably not differ on the whole very much from the average for Superintending Engineers. As to the new officers who may fail to attain the rank of Superintending Engineer, the compensation in their case would be much less, and it would probably not average more than Rs. 5,000. The number of officers now remaining in the service is 105, of whom it may perhaps be assumed that 15 will fall into this last class.

	Rs.
15 at Rs. 5,000 - - -	75,000
90 at Rs. 22,000 - - -	19,80,000
TOTAL - - -	<u>20,55,000</u>

The maximum cost of compensation, if awarded on those principles, will therefore probably amount to Rs. 20,55,000, as shown in the margin, assuming that every officer completed 30 years' service, including not more than four years'

furlough before retiring. The actual cost would no doubt be much less than this, as many officers would retire before completing 30 years' service, and the compensation due to them would then be subject to the further reductions indicated in column 3, Table I., Appendix V.

17. We have treated the question in this way as being in our opinion the most logical method of calculating the net loss sustained by individual officers, or the difference between the short pay due to the slow rate of promotion and the value of the pensionary concessions which have been made to them since they entered the service. We have thus endeavoured to obtain a true measure of the memorialists' grievances, but if it is held that compensation is due to them, we do not consider that it would be most conveniently awarded in accordance with the method of calculation which we have so far provisionally followed. It is open to many obvious practical objections. It would, in the first place, involve in each case a troublesome and arduous calculation of the total amount of the emoluments actually received by an

officer up to the date of his retirement, and of the amount which he would have received during the same period of service if the rate of promotion had been in accordance with some typical scale. In comparing the two amounts it would in some cases be necessary to take into account retardation of promotion due to supersession or to other causes that might be regarded as within the officers' control. The reductions on account of the value of pensionary concessions, however correct and unassailable in theory, would probably be unintelligible to most of the officers concerned, or, if understood, would be the subject of constant criticism. No officer would know what compensation he might expect or how the amount awarded to him was determined, and it would be impossible to allow discussion of the details. Further, the reductions to be made in all case of premature retirement would no doubt tend to discourage retirements before the completion of 30 years' service, and thus to cause an undesirable interruption in the flow of promotion. Finally, compensation, if given in this form, would not remove what is perhaps the principal grievance of the memorialists, the one on which they feel most strongly, viz., the payment of pensions in sterling at a rate of less than 2s. to the rupee.

18. We have already, in paragraph 7 of this despatch, recommended that the prayers of the memorialists for pensions in sterling at the rate of 2s. to the rupee should be considered on its merits; but if Your Lordship decides that some compensation is due to the memorialists on account of the loss of pay due to the slow rate of promotion, we are of opinion that, whatever the strength of the case in favour of prayer (b), the simplest and most satisfactory solution of the whole question will be to allow all the officers of the years concerned, who are still in the service, to draw their pensions on retirement in sterling at the 2s. rate. In other words, we consider that, if this concession be made, it will be unnecessary to propose any other for the sake of meeting the claim for compensation for slow promotion.

It may, perhaps, be urged that, if the memorialists have a strong claim in equity of pensions at the 2s. rate and also for compensation for the slow rate of promotion, both claims will not be adequately met by conceding the former only. We think, however, that the foregoing examination of the whole case suggests an answer to this objection. However strong may be the claim for sterling pensions, it can apply only to the ordinary pension of Rs. 5,000 payable under the terms of the prospectus after the completion of 30 years' service, exclusive or inclusive of a certain amount of time spent on furlough, as may be decided. The memorialists can have no claim under the prospectus either to be paid this pension after less than 25 years' service, or to the special pensions of Superintending and Chief Engineers. We have shown in Appendix V., Table I., how considerable is the value of these later pensionary concessions, even when the payments are made at the rate of 1s. 9d. to the rupee. In Table II. of the same Appendix, we have also shown these values if the pensions are paid at the 2s. rate. These enhanced values will be so high as to more than counterbalance any claims that may be made for short pay in the case of almost all the men who may retire after less than 27 years' service while, even in cases in which the 30 years are completed, the value of the Superintending Engineer's special pension will amount to over Rs. 14,000. If, therefore, both the full ordinary and special pensions are paid in sterling after not less than 25 years' service, the claims that may be urged on account of slow promotion will be considerable only in the case of those officers who, after rising to the Superintending Engineer class, may complete their full 30 years' service or may have suffered more than the average from the slow rate of promotion. We did not think it necessary or practicable, however, to apportion compensation in exact accordance with the losses that may have been sustained by individuals; and in view of the fact that the claim for pensions at the 2s. rate is at any rate disputable, we believe that the solution now proposed is not only the simplest and most equitable, but that it is likely to give greater satisfaction to all the memorialists than any other which we can recommend.

19. The cost of this concession cannot be estimated very accurately, as it will depend on the number of the memorialists who may qualify for the special pension, and also on the age of each on retirement.

The capitalised value of a life pension of Rs. 1,000, commencing from the age of 52, is Rs. 12,918, if the pension is paid in sterling at 1s. 9d., and Rs. 14,763 if paid at 2s., so that the cost to Government of the proposed concession would, in the case of an officer retiring at this age, amount to Rs. 1,845 for every Rs. 1,000 drawn as pension. Assuming as before that out of the 105 men belonging to the years under consideration, 15 do not qualify for special pensions, and also that, of the remainder, 33 qualify for the special pension of a Chief Engineer; then if all who survive retire at the age

	Rs.	Rs.	Rs.
13 Executive Engineers -	5,000 = 13 × 5 × 1,845 =	1,19,925	
48 Superintending Engineers -	6,000 = 48 × 6 × 1,845 =	5,31,360	
33 Chief Engineers -	7,000 = 33 × 7 × 1,845 =	4,26,195	
Total	-	-	10,77,480

of 52, the cost to Government, after allowing for a fair percentage of deaths among the whole number, would be Rs. 10,77,480, as in the margin. Many

officers would, no doubt, not retire until their 55th birthday, but others might retire after their 47th, and setting one against the other it is probable that the average cost will not differ very widely from this estimate.

20. If, therefore, Your Lordship is of opinion that the terms of the prospectus issued to the memorialists before entering the college form the basis of a contract on the strength of which compensation may equitably be claimed on account of the non-fulfilment of all the promises contained in this document, we recommend, as the most reasonable and satisfactory method of satisfying these claims, that those officers, whose claims are admitted and whose service is approved, shall be permitted, on retirement, to draw the full pensions to which they may be entitled under existing rules, in sterling at the rate of 2s. to the rupee. We think that this concession may also reasonably be extended, but without retrospective effect, to officers of the same years who may have been compelled to retire owing to ill-health contracted in the service of Government, but we are not prepared to recommend that it be granted to those who have retired of their own accord or under the special terms of retirement which have from time to time been offered by Government. We believe that the value of the pensionary concessions of which these officers have the benefit will, in almost all cases, exceed that of the concession now under consideration, but whether this be so or not we cannot recommend that compensation be given in respect of contracts of service which have already determined with the free consent or on the direct initiative of the officers concerned.

21. In conclusion we would observe that the grievances referred to in these memorials have on previous occasions been considered by the Government of India in so far as they affect generally the whole body of Civil Engineers appointed in India. With our Public Works despatch No. 15, dated 28th January 1890, we forwarded a number of memorials from Civil Engineers, among which were included many from the present memorialists, but we did not specially consider their grievances as those of a class by itself. We subsequently took action to remove or mitigate the grievances of the Civil Engineers as a body, which has resulted in the grant of exchange compensation, in the fixing of a minimum rate of exchange for pensions payable in England, and in the reorganisation scheme of 1893, one of the main objects of which was to accelerate the general rate of promotion. Other memorials from the Civil Engineers generally were submitted to Your Lordship with our Public Works despatch No. 70, dated 7th December 1892, without much comment, as two of the measures to which we have referred were then under consideration, while the third had been recently sanctioned. With our Public Works despatch No. 1, dated 2nd January 1895, and two following despatches of the same year, we forwarded a third batch of 21 memorials from Cooper's Hill Engineers who entered the college between the years 1873-77, submitting claims which, like those now forwarded, were based mainly on the terms of the prospectus. We did not, for reasons stated in the despatch quoted, then think it necessary to examine these claims in detail. The Secretary of State replied in despatch No. 5 P. W., dated 21st February 1895, that there was nothing in these representations that was not brought to the notice of the Select Committee of the House of Commons, and that he was unable to see any ground for according exceptional treatment to



the petitioners, either as regards the alleviation of the evils resulting from the fall of exchange or the removal of the block of promotion in the Department. The reasons for exceptional treatment have been stated more fully in the memorials now submitted and in the present despatch; and although we cannot express an opinion on the strength of the legal or equitable claims which are based on documents of which we have no authentic record, and the terms of which appear to have varied considerably, we have thought it our duty to examine the grievances in the light of all the information at our disposal, to attempt to frame a rough estimate of the loss which these officers may be considered to have sustained from the non-fulfilment of the promises alleged to have been made in those documents, to determine the value of concessions subsequently made to them which may fairly be set on the other side, and finally to suggest what appears to us the simplest and most convenient method of satisfying these claims, if it be decided that they are entitled to favourable consideration.

22. Lastly, we desire to add that, whatever orders may be passed on the proposals of this despatch, we consider that they should be deemed a final settlement of the grievances alleged by the Senior Cooper's Hill Engineers as a consequence of their promotion falling short of the expectations held out to them when they entered the service.

23. With these remarks we submit the memorials, and the whole question connected with them, for your Lordship's decision and orders.

We have, &c.

(Signed) CURZON.  
E. H. H. COLLEN.  
A. C. TREVOR.  
C. M. RIVAZ.  
T. RALEIGH.  
E. FG. LAW.



## APPENDICES to No. 1.

- I. List and analysis of memorials, showing also which of the memorialists have retired.
- II.—(a.) Memorandum showing information available with the Government of India concerning the early prospectus, and those to whom its terms fully applied. Also copy of leaflet attached to the earliest prospectus.
- (b.) Memorandum on question whether the Royal Indian Engineering College Engineers, appointed to the Department from 1874 to 1878, were entitled to count any furlough as pensionable service in a total service of 30 years.
- III. Note explanatory of the claims of the earlier Cooper's Hill Engineers as drawn up by one of the officers.
- IV Table containing details of certain selected officers in regard to pay that will probably be actually drawn up to the age of 55, as compared with what they might reasonably have expected to draw under the terms of the prospectus.
- V. Three tables with explanatory memoranda :—
- (I.) Showing cost to Government when officers to whom pensions are not due until they attain the age of 55 or 52 years are allowed to retire on full pension payable in sterling at 1s. 9d. to the rupee at an earlier age.
- (II.) Showing the cost to Government when officers to whom pensions are not due until they attain the age of 55 or 52 years are allowed to retire on full pension payable in sterling at 2s. to the rupee at an earlier age.
- (III.) Showing the number and amount of annual payments commencing at age of 29 which would purchase an ordinary pension of Rs. 6,562·5 for an officer on retirement at age of  $n$  instead of at age of 55 or 52, and also to secure for him a special pension of Rs. 1,312 from date of retirement.
- VI. Extract paragraph 2 of Government of India Financial Department Resolution No. 4359, dated 14th October 1871.

## APPENDIX I. to No. 1.

## LIST AND ANALYSIS OF MEMORIALS.

## ABSTRACT.

Years.					Number Memorialised.	Retired.
1873	-	-	-	-	2	—
1874	-	-	-	-	17	—
1875	-	-	-	-	16	1
1876	-	-	-	-	17	1
1877	-	-	-	-	16	1
1878	-	-	-	-	17	—
TOTAL					85	3

No.	Name.	Rank.	Province.	Year of appointment from Cooper's Hill College.	Compensation for losses due to the depreciation of the rupee.	
					5	
1	Kennedy, R. G. (to Viceroy) -	S. E., 2 -	Punjab - -	1878	Yes	- -
2	Benton, J. (to Viceroy) -	S. E., 1 -	Burma - -	1878	Yes	- -
3	DeWinton, W. B. (to Viceroy) -	C. E., 2, and Secy. to Govt.	Madras - -	1874	Yes	- -
4	Garrett, A. H. (to Viceroy) -	S. E., 2, t -	Madras - -	1874	Yes	- -
5	Davidson, J. P. (to Viceroy) -	E. E., 1 - -	Madras - -	1874	Yes	- -
6	Molloy, R. A. (to Viceroy) -	E. E., 1 -	Punjab - -	1874	Yes	- -
7	Crampton, A. C. (to Viceroy) -	E. E., 1 -	Burma - -	1874	Yes	- -
8	Hebbert, F. B. (to Viceroy) -	S. E., 1, C. E., 3, t	Railways - -	1874	Yes	- -
9	DeMorgan, W. C. (to Viceroy)-	S. E., 3, t -	Madras - -	1874	Yes	- -
10	Watson, C. J. K. (to Viceroy) -	E. E., 1 -	Burma - -	1874	Yes	- -
11	Arundel, E. W. (to Viceroy) -	E. E., 1 -	State Railways -	1874	Yes	- -
12	Goodfellow, A. T. (to Viceroy) -	Examiner, 2nd class.	Accounts - -	1874	Yes	- -
13	Marsh, H (to Viceroy) -	S. E., 2 -	North Western Provinces and Oudh.	1874	Yes	- -
14	Newcombe, A. C. (to Viceroy) -	E. E., 1 - -	State Railways -	1874	Yes	- -
15	Coles, G. E. (to Viceroy) -	S. E., 2 -	North-Western Provinces and Oudh.	1874	Yes	- -
16	Shadbolt, E. I. (to Viceroy) -	S. E., 2 - -	State Railways -	1874	Yes	- -
17	Colebrook, H. W. V. (to Viceroy)	E. E., 1 -	Burma - -	1874	Yes	- -
18	Penny, E. (to Viceroy) -	S. E., 3 - -	Central Provinces -	1874	Yes	- -
19	Pargiter, E. H. (to Viceroy) -	E. E., 1 -	Punjab - -	1874	Yes	- -
20	Baker, H. V. S. (to Viceroy) -	E. E., 1 - -	Punjab - -	1875	Yes	- -
21	Moyle, G. (to Viceroy) -	S. E., 3 -	Railways - -	1875	Yes	- -
22	Smithe, E. du C. (to Viceroy) -	E. E., 1 - -	Punjab - -	1875	Yes	- -
23	Bickerton, C. H. C. (to Viceroy)	E. E., 1 -	Railways - -	1875	Yes	- -
24	Gilbert, C. P. (to Viceroy) -	E. E., 1 - -	Burma - -	1875	Yes	- -
25	Leslie, M. (to Viceroy) -	E. E., 1 -	Central Provinces -	1875	-	- -
26	Curry, T. E. (to Viceroy) -	S. E., 3 -	State Railways -	1875	Yes	- -
27	Watts, G. K. (to Viceroy) -	E. E., 1 -	North Western Provinces and Oudh.	1875	Yes	- -
28	Brown, J. S. (to Viceroy) -	E. E., 1 -	State Railways -	1875	Yes	- -
29	Jacob, L. M. (to Viceroy) -	S. E., 3 -	Punjab - -	1875	Yes	- -
30	Harris, G. S. T. (to Viceroy) -	S. E., 2 -	Madras - -	1875	-	- -
31	Burlton, C. H. B. (to Viceroy) -	E. E., 1 -	Madras - -	1875	Yes	- -
32	Harrington, H. S. (to Viceroy) -	S. E., 1 -	State Railways -	1875	Yes	- -
33	Bellasis, E. S. (to Viceroy) -	E. E., 1 -	Punjab - -	1875	Yes	- -
34	Rebseh, S. (to Viceroy) -	S. E., 2, s. p. t. -	Bombay - -	1875	Yes	- -
35	Mitchell, T. (to Viceroy) -	S. E., 3 -	Railways - -	1875	Yes	- -
36	Sutherland, A. R. (to Viceroy) -	S. E., 3 -	North-Western Provinces and Oudh.	1876	Yes	- -

## PRAYERS OF MEMORIALISTS.

Ordinary pension to be paid at 2s. per rupee.	Compensation for losses due to retarded promotion.	Deputation of Cooper's Hill Engineers to be received by the Viceroy.	The Secretary of State to be advised that the prayers are such as call for acceptance or for special enquiry.	Special requests.
6	7	8	9	10
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	- - -	Yes - -	- - -	Special additional pension to be also paid at par in sterling.
Yes - -	Yes.			
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	- - -	- - -	Future emoluments to be paid at Rs. 10 = 1l.
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	- - -	Yes.	
- - -	Yes.			
Yes - -	Yes - -	Yes.		
Yes - -	Yes - -	Yes.		
Yes - -	- - -	- - -	- - -	Asks to be allowed to add one year on account of his practical course as service for pension, or such amount as will enable him to retire on 25 years' service pension in May.
Yes - -	Yes.			
- - -	Yes - -	Yes - -	- - -	Asks for grant of pension, similar to that granted to officers of the Indian Military Service.
Yes - -	Yes - -	- - -	Yes.	
- - -	Yes - -	Yes.		
Yes - -	Yes - -	- - -	Yes.	
Yes - -	Yes - -	- - -	Yes.	
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	- - -	Yes.	
Yes - -	Yes - -	Yes - -	- - -	Permission to retire on 1st April 1900 on pension due after 25 years' service.
Yes - -	Yes - -	Yes - -	Yes.	
- - -	- - -	- - -	- - -	Either the pension earned <i>plus</i> a bonus of two years' salary, or a pension due to 5 years' more ser- vice than that rendered and paid at par. Retired.
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	Yes - -	Yes.	
- - -	- - -	Yes - -	Yes - -	Compensation as recommended by Sir G. Chesney.
Yes - -	Yes - -	Yes.		
Yes - -	- - -	Yes - -	Yes.	
Yes - -	Yes - -	Yes.		
- - -	Yes - -	- - -	- - -	Asks for a specially enhanced rate of pension calculated to make up the loss already sustained if other con- cessions asked for cannot be granted.
Yes - -	Yes - -	Yes.		
Yes - -	Yes - -	Yes - -	Yes.	

No.	Name.	Rank.	Province.	Year of appointment from Cooper's Hill College.	Compensation for losses due to the depreciation of the rupee.		
					5		
37	Oddie, H. J. (to Secretary of State).	E. E., 1	State Railways	1876	Yes	-	-
38	Routh, R. S. (to Viceroy)	E. E., 1	State Railways	1876	Yes	-	-
39	Pinhey, E. (to Viceroy)	E. E., 1	Bombay	1876	Yes	-	-
40	Montague, J. M. (to Viceroy)	E. E., 1	Railways	1876	Yes	-	-
41	St. Clair, L. M. (to Viceroy)	E. E., 1	Central Provinces	1876	Yes	-	-
42	Harrison, A. G. (to Viceroy)	Examiner, 3rd class, temporary.	Accounts	1876	Yes	-	-
43	Roberts, R. W. (to Viceroy)	E. E., 1	Railways	1876	Yes	-	-
44	Dallas, J. E. (to Viceroy)	E. E., 1	Railways	1876	Yes	-	-
45	Bewley, A. (to Viceroy)	E. E., 2	Railways	1876	Yes	-	-
46	Newton, W. G. (to Viceroy)	E. E., 1	Burma	1876	Yes	-	-
47	Dunn, G. O. W. (to Viceroy)	S. E.	Bombay	1876	Yes	-	-
48	Atkinson, R. P. (to Viceroy)	E. E., 1	North-Western Provinces and Oudh.	1876	Yes	-	-
49	Coode, M. P. (to Viceroy)	S. E., 3	Burma	1876	Yes	-	-
50	Scobie, M. J. (to Viceroy)	E. E., 1	Burma	1876	Yes	-	-
51	Clifton, C. N. (to Viceroy)	E. E., 1	Bombay	1876	Yes	-	-
52	Jacob, E. F. (to Viceroy)	Class 1, grade 1	Railways (Rev.)	1876	Yes	-	-
53	Lambert, G. B. (to Viceroy)	E. E., 1	Madras	1877	-	-	-
54	Wallace, J. (to Secretary of State)	E. E., 1	State Railways	1877	Yes	-	-
55	English, R. A. (to Secretary of State).	Examiner	Accounts	1877	Yes	-	-
56	Home, W. (to Viceroy)	E. E., 1	Railways	1877	Yes	-	-
57	White, G. G. (to Secretary of State and to Viceroy).	E. E., 1	Central Provinces	1877	-	-	-
58	Fox, H. H. (to Secretary)	E. E., 1	Burma	1877	Yes	-	-
59	Hight, A. E. (to Secretary of State).	E. E.	Bombay	1877	-	-	-
60	George, D. (to Secretary of State and to Viceroy).	E. E.	Bombay	1877	Yes	-	-
61	Malet, A. A. G. (to Viceroy)	E. E., 1	Madras	1877	Yes	-	-
62	Ussher, C. J. (to Viceroy)	E. E., 1	Madras	1877	Yes	-	-
63	Ivens, J. H. A. (to Viceroy)	E. E., 1	North-Western Provinces and Oudh.	1877	Yes	-	-
64	Boyce, H. G. (to Viceroy)	E. E., 1	North-Western Provinces and Oudh.	1877	-	-	-
65	Tebbs, F. R. (to Viceroy)	E. E., 1	Railways	1877	Yes	-	-
66	Morley, G. S. (to Viceroy)	E. E., 1	Assam	1877	Yes	-	-
67	Savielle, G. (to Viceroy)	E. E., 1	State Railways	1877	Yes	-	-
68	Gabbett (to Viceroy)	E. E., 1	Railways	1877	Yes	-	-
69	Fraser, E. G. (to Viceroy)	E. E., 1	Punjab	1878	Yes	-	-



## PRAYERS OF MEMORIALISTS.

Ordinary pension to be paid at 2s. per rupee.	Compensation for losses due to retarded promotion.	Deputation of Cooper's Hill Engineers to be received by the Viceroy.	The Secretary of State to be advised that the prayers are such as call for acceptance or for special enquiry.	Special requests.
6	7	8	9	10
Yes - -	Yes.			
Yes - -	Yes - -	Yes - -	Yes.	
Yes.				
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	Yes - -	Yes.	Retired.
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	Yes - -	Yes.	
Yes.	Yes - -	- - -	Yes.	
- - -	Yes - -	Yes - -	Yes - -	Prays that he may now be granted a pension of 500 <i>l.</i> and 100 <i>l.</i> more if he completes 30 years' service.
Yes - -	Yes.			
Yes.				
- - -	- - -	- - -	- - -	Compensation as recommended by Sir G. Chesney.
- - -	Yes - -	Deputation to be received by Secretary of State of 2 Cooper's Hill Officers and 3 M.Ps.	- - -	Any concessions that may be made to men appointed in 1874-76 may be extended to him.
- - -	Yes - -	- - -	- - -	Ditto ditto ditto
Yes - -	- - -	Yes.		
- - -	- - -	- - -	- - -	Any concession that may be made to men appointed in 1874-76 may be extended to him.
- - -	Yes - -	- - -	- - -	Is willing to retire, provided he is granted certain concessions.
Yes - -	- - -	- - -	- - -	Retired.
- - -	Yes - -	- - -	- - -	Compensation at the rate recommended by Sir G. Chesney and permission to retire on expiration of furlough.
Yes - -	Yes - -	- - -	Yes.	
- - -	Yes - -	- - -	Yes.	
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	- - -	- - -	Asks to be promoted to Superintending Engineer at once and Chief Engineer in reasonable time, and in the event of his not attaining the latter rank within next five years he may be granted adequate bonus.
Yes - -	Yes - -	Yes.		
Yes - -	Yes - -	Yes - -	Yes.	
Yes - -	Yes - -	Yes.		
- - -	Yes - -	Yes.		
- - -	- - -	- - -	- - -	(1) A solatium—preferably in form of widow's and orphan's pension. (2) A retiring pension limited in sterling instead of in rupees.

No.	Name.	Rank.	Province.	Year of appointment from Cooper's Hill College.	Compensation for losses due to the depreciation of the rupee.		
					5		
70	Fowler, F. D. (to Viceroy) -	E. E. -	State Railways -	1878	Yes	-	-
71	DeWinton, T. W. (to Viceroy) -	E. E. -	Bombay -	1878	-	-	-
72	Barratt, C. H. (to Viceroy) -	E. E., 1 -	Punjab -	1878	-	-	-
73	Yates, R. B. (to Viceroy) -	E. E., 2 -	Punjab -	1878	-	-	-
74	Morse, A. (to Viceroy) -	E. E., 1 -	State Railways -	1878	Yes	-	-
75	Menneer, R. R. (to Viceroy) -	E. E., 1 -	Bombay -	1878	Yes	-	-
76	Nicola, J. R. C. (to Viceroy) -	E. E., 1 -	North-Western Provinces and Oudh.	1878	Yes	-	-
77	Chadwick, W. (to Viceroy) -	E. E., 1 -	State Railways -	1878	Yes	-	-
78	Thomson, A. S. (to Viceroy) -	E. E., 1 -	Bengal -	1878	Yes	-	-
79	Egerton, R. W. (to Viceroy) -	E. E., 1 -	State Railways -	1878	Yes	-	-
80	Lees, O. C. (to Viceroy) -	E. E., 1 -	Bengal -	1878	Yes	-	-
81	Stephen, K. H. (to Viceroy) -	E. E., 1 -	Bengal -	1878	-	-	-
82	O'Connell, H. H. (to Viceroy) -	E. E., 1 -	Madras -	1878	Yes	-	-
83	Mackenzie, N. F. (to Viceroy) -	E. E., 1 -	North-Western Provinces and Oudh.	1878	Yes	-	-
84	Dawson, E. F. (to Viceroy) -	E. E., 1 -	Bombay -	1878	Yes	-	-
85	Tickell, J. R. (to Viceroy) -	E. E., 1 -	Railways -	1878	Yes	-	-

PRAYERS OF MEMORIALISTS.

Ordinary pension to be paid at 2s. per rupee.	Compensation for losses due to retarded promotion.	Deputation of Cooper's Hill Engineers to be received by the Viceroy.	The Secretary of State to be advised that the prayers are such as call for acceptance or for special enquiry.	Special requests.
6	7	8	9	10
Yes - -	Yes - -	Yes - -	Yes.	Compensation at the rate recom- mended by Sir G. Chesney or such proportion of this as His Excellency the Viceroy thinks fit.
Yes.				
- - -	- - -	- - -	- - -	
- - -	- - -	Yes.		
- - -	Yes.			Asks for payment of furlough allow- ance at 2s. per rupee. Do. do. Do. do. Do. do. Do. do. Do. do. Do. do. Do. do. Do. do. Do. do. Do. do.
Yes.				
Yes - -	Yes - -	- - -	- - -	
Yes - -	Yes - -	Yes - -	- - -	
Yes - -	Yes - -	Yes - -	Yes - -	
Yes - -	- - -	Yes - -	Yes - -	
Yes - -	Yes - -	- - -	- - -	
Yes - -	- - -	- - -	- - -	
Yes - -	- - -	- - -	- - -	
Yes - -	- - -	- - -	- - -	
Yes - -	Yes - -	- - -	Yes - -	
Yes - -	- - -	- - -	- - -	
Yes - -	Yes - -	- - -	- - -	

## APPENDIX II. (a) TO No. 1.

MEMORANDUM showing information available with the GOVERNMENT of INDIA concerning the early PROSPECTUS and those to whom its terms fully applied.

The information about this document is defective, but the following facts connected with it have been collated. There is one copy of a prospectus of 1872 obtained in 1898 from Mr. Harrison, now Examiner of Accounts, an officer of the early years of the College, and bound up at the end of Pros. General, April 1899, Nos. 215-222, Part A. This copy was obtained for the purpose of considering the memorials of certain officers in those proceedings. It has attached to it the leaflet showing the rate of promotion stated to have been circulated with the early prospectuses, but of which there is no official or certified record. The prospectus above referred to contains the "Particulars regarding the India Public Works Department," and the appendix, containing information regarding leave and pension rules.\* The passages

\* No codes had then been issued. in the prospectus which equate rupees and pounds sterling at the rate of 2s. per rupee, and form the basis of the claims, are the following:—

- (1) Paragraph 3 of the prospectus, which states that the successful students will be appointed Assistant Engineers, 2nd grade, the salary of which is Rs. 4,200 (about 420*l.* per annum).
- (2) Paragraph 33 under "Particulars of the Public Works Department," where the rate of pay of the several classes is recited in rupees and a note at foot states that "10 rupees are nearly equivalent to 1*l.* sterling."
- (3) Paragraph 20 of the appendix, where certain rates of furlough allowance are stated in rupees and pound sterling, the latter being at the rate of 1*l.* per Rs. 10 of the rupee rates. It may here be stated that the rates of furlough pay (rupees) are those of a notification of the Finance Department, dated 8th June 1863, which in 1872 were superseded by higher rates, viz., half pay up to 600*l.* a year, subsequently increased to 800*l.* a year for officers of this class, while the maximum of the prospectus rates were "Rs. 4,000 or 400*l.*"

It may be assumed that the prospectus down to 1872 did contain the above particulars, although the copies sent to India by the India Office and recorded were not complete, the appendix being omitted. The prospectus of 1872 which issued at end of 1871 would cover the men who entered the College in 1872 and the department in 1875.

The prospectus for 1873, which was received from the India Office, was complete in that it contained both "Particulars" and appendix. As regards the portions of it equating rupees and pounds, it contained the first two passages above quoted as parts of the prospectus of 1872, but not the third referring to furlough allowances.

As regards the latter, a new departure was made in quoting the Civil Leave Code† rules which stated that furlough allowance was half average salary of the last three years. Nothing was said as to the method of conversion of this into pounds for payment in England except that the maximum paid in England would be 200*l.* a quarter. But as regards pension it was clearly stated that the rupee pension would be paid in England at the rate of exchange annually fixed for the adjustment of transactions between the British and Indian exchequers. So far as this prospectus of 1873 affecting those who entered the College in that year and the Public Works Department in 1876 is concerned, the question might arise whether, in the absence of any remark as to the rate for payment of furlough allowance, and on the strength of the presence of the first two passages equating rupees and pounds, and also on the strength of the older prospectus down to 1872, those officers were justified in concluding that furlough allowances, based on half salary, would be paid in England at the rate of 1*l.* for Rs. 10. As shown further on the Secretary of State has decided that they were so justified.

The prospectus for 1874, affecting officers who entered the college in that year and the department in 1877, was practically the same as that of 1873, in all the above particulars; and the Secretary of State, as regards furlough allowances, places the officers of that year on exactly the same footing as those of 1873.

The prospectuses of subsequent years were not received separately by the Government of India, but were bound up with the College calendar. That of 1875 was practically identical in the above particulars with those of 1873 and 1874, although, as will be shown later on, the Secretary of State has stated that there was an important difference in the prospectus issued to the students.

The prospectus of 1876 differed in important particulars from the ones that preceded it (1) in that no reference was made to sterling payment or to the sterling equivalent

† 26 (b).

of the rupees; (2) in that a new rule was inserted from the Civil Leave Code‡ stating that, if furlough allowances were paid in England, rupees would be converted into sterling at the official rate of exchange. Prospectuses of following years conform to this type, and the claims

based on the prospectus clearly end with men who joined the College in 1875 and the department in 1878.

2. Having stated the above facts, we now come to an official declaration on the subject by the Secretary of State. In 1889 the Secretary of State decided on his own initiative to pay furlough allowances at the rate of 2s. per rupee to all Cooper's Hill

\* Despatch from Secretary of State, No. 215 (Financial), dated 3rd Oct. 1889.

Despatch from Secretary of State, No. 248 (Financial), dated 7th Nov. 1889.

† Despatch from Secretary of State, No. 33 (Financial), dated 27th Feb. 1890.

Engineers who entered the college up to 1874, and the department up to 1877\*; and, in reply to an enquiry regarding the reasons for this decision, he stated† that the concession to officers who entered the college in the years 1871-74, "was made in consequence of my being legally advised that, owing to an inaccuracy in the prospectus officially furnished to students in those years, a representation had been made to them that in reckoning furlough pay, 10 rupees would be taken as equivalent to a pound sterling; and that as those officers had incurred the expense of education at the College on the faith of the prospectus, a contract had virtually been entered into with them on that basis." He went on to say that the concession in question had not been extended to officers who entered the College after 1874, "as section 25 (b) of the second edition of the Civil Leave Code, under which "absentee allowances are payable in this country at the official rate of exchange, was "appended to the prospectus for 1875, and subsequent years."

It will be observed that the statement by the Secretary of State, as to the date of the prospectus in which the above modification was made, does not agree with the information as recorded in India, which shows that the prospectus of 1875, as it appears in the College calendar, is identical in this particular with that of 1874. The truth probably is that, in the prospectus separately issued and supplied to candidates of 1875 (of which we have no copy) the modification was introduced, and that by some accident the addition does not appear in the copy bound up with the calendar. When the despatch above quoted was received, the discrepancy was pointed out in the office, but it was decided to take no action in clearing up the doubt.

3. The general conclusion from the facts seem to be that the earlier prospectuses up to that of 1872 contained clear statements equating rupees and pounds at 2s., and probably the leaflet showing rate of promotion; that the prospectuses of 1873 and 1874 contained less clear statements on these points, but did not correct the impression as to the rate for payment of furlough allowance; that this is also true of the prospectus of 1875, as it appears in the College calendar, though it is stated that the necessary alterations were made in those issued to the candidates of that year. Lastly, that in the prospectus of 1876, every passage comparing rupees with pounds was omitted, and it was distinctly stated that rupee furlough allowance would be paid in England at the official rate of exchange.

#### ANNEX 1 TO APPENDIX II. (a).

CONTENTS of LEAFLET issued with early COOPER'S HILL PROSPECTUS and put in Evidence before the COMMITTEE OF THE HOUSE OF COMMONS, 1890.

As a guide to enable intending candidates to judge of the prospects of advancements in the Public Works Department, the following table has been prepared, showing the average length of service of the officers in each class and grade on 30th June 1870:—

					Average length of service on attaining grade.	
					Years.	Months.
Chief Engineer, Class	I.	-	-	-	20	4
"	II.	-	-	-	19	0
"	III.	-	-	-	18	8
Superintending Engineer, Class	I.	-	-	-	17	9
"	II.	-	-	-	17	4
Executive Engineer, Grade	I.	-	-	-	12	9
"	II.	-	-	-	9	8
"	III.	-	-	-	7	6
"	IV.	-	-	-	6	6
Assistant Engineer	I.	-	-	-	4	0
"	II.	-	-	-	0	0

From various causes the promotion in the past has been somewhat more rapid than may be expected in the future.

## APPENDIX II. (b) to No. 1.

MEMORANDUM on question whether the ROYAL INDIAN ENGINEERING COLLEGE ENGINEERS appointed to the Department from 1874-78 were entitled to count any furlough as pensionable service in a total service of thirty years.

It has been contended on behalf of the memorialists that verbal assurances were given to them before leaving England on their first appointment, that the conditions of the original prospectus of 1872 and previous years would in two important particulars be modified in their favour. It is stated that the students of the first year, soon after joining college, made a united and earnest protest to the President (Lieutenant-Colonel G. Chesney) against (i) the limitation of the allowances admissible on furlough to the amounts stated in the prospectus and (ii) the condition that no portion of the time spent on furlough should count as active service. The President is said to have promised to make a representation to the Secretary of State on these points, and to have subsequently assured the students that the rules would be modified so as to permit a higher limit to furlough allowances, and a certain number of years spent on furlough to count as active service. As regards the former point it can not be doubted that some such assurance was given, as it is a fact that the prospectus of 1873 and the following years was so far modified as to increase the limit of furlough allowances to those now prescribed in Article 346, Civil Service Regulations. Moreover when the men of the years 1873-77 were granted the privilege of furlough allowances at the rate of 2s. to the rupee it was not proposed to limit the maximum amounts that might be drawn in the manner declared in the prospectus of 1872. In the calculations of individual losses (Appendix IV.) it has, therefore, been assumed that the maximum limits to furlough allowances were those laid down in the prospectus of 1873, or in Article 346 of the Civil Service Regulations. The position in regard to the other point is not so clear. The prospectuses issued before 1877 contained the declarations that time spent on leave, other than privilege and subsidiary leave, would not count as active service, and the present rule, under which a certain amount of time spent on furlough is allowed to count as active service, although communicated to the Government of India in the Secretary of State's Financial Despatch No. 310, dated 10th August 1876, did not appear in the college prospectus until the year 1877. It would at first sight seem therefore that this was a concession to which some at least of the memorialists can lay no claim, as one of the conditions on which they entered the service, and as far as the Government of India was aware the alteration of the rules under which no time spent on furlough was allowed to count as active service was due to representations which were first made by Civil Engineers in India which were forwarded to the Secretary of State with Government of India Despatch No. 196, dated 14th June 1875. It is noted, however that the Secretary of State, in acknowledging that despatch, did not at first propose to grant this concession to the Civil Engineers then in India who had applied for it, but declared that it would be granted at once to the Engineers appointed from Cooper's Hill, though in a subsequent despatch the concession was extended to all Civil Engineers who had been appointed in England, and a few others. It is, therefore, not improbable that a promise of some kind had been actually given to the first batch of Cooper's Hill students that the conditions in the prospectus would be amended in this respect, although the amendment was first actually published in the prospectus dated 1877. If this be so every Cooper's Hill Engineer might reasonably claim that, under the terms of his prospectus, as then modified, he was entitled to retire without medical certificate after the completion of 30 years' service which might include not more than four years on furlough. For the purpose now under consideration it might then be assumed that the average age at which such a man might retire, without prejudice to the claim for compensation now put forward, would be 52 rather than 55 years.

## APPENDIX III. to No. 1.

NOTE explanatory of the claims of the earlier COOPER'S HILL ENGINEERS as drawn up by one of the Officers.

In order to fully understand the case of the senior Cooper's Hill men, it is necessary to recall the circumstances in which the Royal Indian Engineering College was established in 1871, and to remember that this college was the direct outcome of the failure of the system then in force for recruiting the Indian Public Works Department.

2. Before the establishment of the new college, the Public Works Department was recruited principally with the so-called "Stanley Engineers"; young civil engineers who after an apprenticeship under an English civil engineer of recognised standing, were selected by open competition and appointed to the service by the Secretary of State, and sent out to India in batches of about ten to twenty-five per annum. These officers soon found that the prospects of their service were altogether insufficient, and serious and general dissatisfaction followed, but little or no attempt was made by the Government of India to remedy the numerous grievances of which they complained.

3. The inevitable result followed; the complaints of the Civil Engineers were gradually noised abroad among the profession in England and soon affected the supply of recruits. By the year 1868 it was found that the number and quality of the candidates for employment as Government Civil Engineers in India (which in the earlier years had been all that could be desired) had fallen off to a very marked degree. It was to remedy this state of affairs that the Secretary of State for India (the Duke of Argyll) decided to establish a special college, and to endeavour to attract to it young men from the public schools, who would be of the same class as those who form the backbone of the best Government services.

4. The proposal to establish a special college in England found little favour with the Government of India, but the Secretary of State persisted in it, and it therefore became incumbent upon him to leave no stone unturned to make it a success, and to ensure an ample supply of recruits of the class desired. The establishment of the college was widely advertised and a prospectus was published describing the conditions of the service, giving the sterling value of the emoluments offered, and a favourable estimate of the promotion to be expected. The Under-Secretary of State for India (Mr. Grant Duff) made a speech on the subject in the House of Commons, in the course of which (*vide Times* of 4th March 1871) he stated that the Government had decided to establish a new service of Civil Engineers on an equality with the two great Indian services, the Civil and the Military. The result of the speech was that very favourable notices were published by the leading papers regarding the advantageous career offered to a successful student of the new college. So far from such inferences having been denied by the Government of the day they were confirmed by further speeches, in which the prospects offered were again referred to in favourable terms.

5. Such a flourish of trumpets had the desired effect. At the first Cooper's Hill examination in 1871 about 248 candidates competed for 50 appointments, and the Public Works Department of India became one of the recognised services for which the public schools competed, and the success of the college was assured.

6. The competition remained keen for a few years, but fell off as soon as the passed students who came out to India recognised the illusory nature of the promises held out to them. They found that, so far from the new service being on a par with the other great Indian services, it was distinctly inferior thereto, both in official estimation and in emoluments; and that their contemporaries in other services rapidly went ahead of them in pay and prospects. They found also that during the interval between the failure of the recruitment of Stanley Engineers in 1870 and the arrival of the first batch of Cooper's Hill men in 1873, the Government of India had engaged and crowded into the Public Works Department a large number of Civil Engineers from various sources, so that the recruitment of men from Cooper's Hill was larger than the service required, and that a serious block in promotion was inevitable. Soon after this the great fall in exchange began, and they found that the currency in which they were being paid was rapidly deteriorating in value.

7. After the college had been open for about four or five years, it was apparently brought to the notice of the Secretary of State that the prospects of the service held out in the prospectus were not being, and could not be, fulfilled, and certain alterations were made in the published terms though no special attention was invited thereto. In course of time, however, the real facts of the case became known in England, and the natural result again followed. The supply of candidates for admission declined, and at last (about 1881) dwindled down to so low a figure that competition practically ceased.

8. In the meantime the dissatisfaction of the Civil Engineers in India became more and more pronounced, and it became evident that means must be found to allay it. Various schemes were discussed; a number of the surplus Engineers were induced to retire in 1879; and a better scale of pensions, which had long been expected, was at last granted in 1883, and certain small increases of pay in some of the grades were given. These measures, though by no means really adequate, were gratefully accepted as an earnest of future improvements in the service, and had the effect of allaying the agitation for a time. The organisation of Cooper's Hill College was altered and the open competition for it abolished. The policy of the Government in the matter of construction of railways, &c., had also been modified and the demand for recruits reduced, so that the difficulty in obtaining them passed away.

9. But these measures did not appreciably ameliorate the position of the officers who had entered the service between 1873 and 1878, and whose prospects were still far below what the information published in the earlier prospectuses had led them to expect, and the dissatisfaction felt by all classes of the Civil Engineers continued to grow.

10. It was not till 1893 that a serious attempt was made by the Government to reorganise the department with a view to remove the block in promotion due to over-recruitment in the past, and to ensure a steady flow of promotion in the future. The scheme adopted, however, was only partially successful in its first object, and it included

no provision for compensating those who had already suffered from the bad promotion of the previous period; it also adopted and fixed a rate of promotion for the future which was much slower than that which had been held out to the earlier batches of Cooper's Hill men as an inducement to enter the service.

11. Up to this time the Cooper's Hill men of the earlier years, who had been attracted to the service by the inducements above referred to, had not pressed their special claims, but had simply contended for the removal of the grievances which they had in common with the Civil Engineers of other sources of recruitment, and had hoped against hope that the Government would fulfil its original intention of placing the service on a level with the other great services in India. The nature of the re-organisation of 1893, however, made it clear that it was not intended to do this. They therefore determined to separate their case from that of the rest of the department, and to ask for compensation for the non-fulfilment of the promises held out to them.

12. These promises are contained in the prospectus which, with its accompaniments were issued "by authority" from time to time for the information of intending candidates for the service. As those candidates who were successful incurred the expense of education at the college and entered the service of the Government of India on the faith of their prospectus, it must be held that that document is their contract of service, and that its provisions cannot be broken without the consent of both parties. This has already been admitted by the Secretary of State in paragraph 7 of his despatch No. 33 Financial of 27th February 1890. Further, if it be held that the wording of the prospectus is in any way indefinite or doubtful, it would be reasonable to interpret it by the contemporaneous statements of persons in authority, or by the explanations of the persons who were authorised to draw it up. Such statements and explanations have been quoted by the memorialists in their petitions, and will be referred to again below.

13. The principal inducements held out to the memorialists in their prospectus were as follows:—

- (i.) A certain scale of salaries beginning at Rs. 4,200 per annum and rising to Rs. 30,000 per annum, to be paid in a currency whose value was expressly defined, thus: "10 rupees are nearly equivalent to 1*l.* sterling."
- (ii.) A certain set of leave rules and scale of allowances, in which *an absolute equation* was drawn between rupees and sterling, thus: "Rs. 6,000 or 600*l.* per annum," &c., &c.
- (iii.) A certain set of pension rules, with the scale of allowances attached thereto, which allowances were expressed in rupees without further explanation except a remark that payment in England would be made at the official rate of exchange.
- (iv.) A statement purporting to show the average length of service of the officers then holding rank in each grade specified in (i.), and prepared as a guide to enable intending candidates to estimate the prospects of advancement, with an explanation that from various causes the promotion in the past had been somewhat more rapid than might be expected in future.

14. Now it is submitted that the natural conclusion which would ordinarily be drawn from the information thus furnished, was that the new service for which candidates were desired was to be an excellent one, with good prospects of pay and promotion; in fact an immediate pay equivalent in value to about 420*l.* per annum on first appointment, rising to about 1,140*l.* after not much more than 12½ years, 1,920*l.* after not much more than 17½ years, and with a good chance of perhaps attaining to even 3,000*l.* per annum before the end of one's service. There was nothing unreasonable in such a conclusion, which in fact was in accordance with the statement made by the Under-Secretary of State from his place in Parliament, in which he described the service as being "on a level with the two great Indian services, the Civil and the Military."

15. The leave rules and allowances given in the first prospectus of 1871, however, certainly did not agree with this description of the new service, and, consequently, soon after the first batch of students entered the college, a deputation of them waited upon the President (Lieutenant-Colonel G. Chesney, R.E.) and stated that sooner than go out to India under those rules, they would prefer to leave the College, and they asked that the better rules of the Civil Service (which allowed a larger amount of furlough, a larger maximum pay, and a certain amount of furlough to count as service for pension) should be made applicable to them. Finding that they were really in earnest in the matter, the President promised to represent the case to the Secretary of State. After having done this, he called the deputation together again and informed them that the better leave rules would be granted to them, and that a certain part of their furlough would count for pension. Accordingly, in the next issue of the prospectus (that for 1873, the prospectus for the second year being already in print,) the new rules appeared.



But for some reason not known, the rule by which periods spent on leave did not count towards pension was not altered at the same time, and this omission was not noticed till after the first year's students had come out to India at the end of 1874. Some of them then wrote to the College about it, and apparently representations were made to the Secretary of State, for in his despatch No. 310 Financial of 10th August 1876, he ordered that all officers appointed from Cooper's Hill should be allowed to count the same amount of furlough towards pension as those in the Civil Service do. Here again, therefore, we find another corroboration of the expressed intention of the Secretary of State to place the new service upon an equality with the other great Indian services.

16. It is, therefore, only natural that the officers who entered the Service in the early years of Cooper's Hill should fully anticipate that the intention of the Secretary of State to establish a first-class service, thus clearly expressed, by words in the matter of pay, and by actions in the matter of furlough, extended to the matter of pensions also, although the wording of the prospectus which quoted the existing rules then applicable to the Public Works Department certainly was apparently opposed to that intention. It is probable that if the students had represented this matter to the authorities in England as they had represented the matter of furlough, the disability in respect of pension would also have been removed. But it is hardly surprising that they did not do this, inasmuch as leave is a matter of greater immediate importance in the eyes of a young man than pension. Moreover they were aware that statements had already been made by the Government of India and the Secretary of State to the Civil Engineers generally, declaring the intention of raising the status and advantages of the Civil Engineers to that of the Military Engineers who were working in the same department. These declarations were in full accord with the statement of Mr. Grant Duff in Parliament, and the young men saw no reason to doubt their fulfilment. The better rules, therefore, which were published in 1883, can only be considered as a tardy and partial fulfilment of the inducements held out 12 years earlier to induce candidates to compete for the public service, and by no means as a "concession" to be set off against failure to fulfil the other and more definite promises.

17. That this view of the matter was not only reasonable in itself, but that it also correctly interpreted the actual intentions of the Secretary of State, is fully borne out by the Official Minute of dissent, dated 23rd January 1890, which was recorded by the late Sir George Chesney on Government of India Despatch No. 15 P.W. of 28th January 1890, to the Secretary of State, and in his office note of 5th December 1899 leading up thereto. That distinguished officer speaks positively on the matter as having drawn up the prospectus himself under the authority of the Secretary of State, and shows (i) that it was the intention of the Secretary of State to offer excellent prospects in order to secure candidates of a high class for the new service for which picked men were required, (ii) that it was certainly never contemplated to hold out any warning to intending competitors that they were required to take appreciable risk of the rupee falling in value, and (iii) that the Cooper's Hill men were given to understand that they would get a pension which would be as good as 500*l.* a year, and thus be put very much upon the same footing as the military men which was just what the home authorities at the time desired to do. He shows moreover that the same reasons which led to the increase of the pension of officers in Indian Military Services from 465*l.* to 700*l.* apply also to those of the Civil Engineers, and that the highest pension obtainable by the Civil Engineers should be of the same sterling value.

18. In contravention to the view of the claims of the memorialists stated above, it has been asserted—

- (i) that the prospectus was merely a statement of facts and inferential probabilities and has not the binding force of a contract;
- (ii) that the statement that 10 rupees are equal to 1*l.* was common to the prospectuses of most other services at the period, and that the Cooper's Hill prospectus gives no more right to pay and pension in an undepreciated currency than any of the others;
- (iii) that the prospectus warned the candidates that their pensions would be paid in England at the official rate of exchange;
- (iv) that there is nothing in their claims that was not brought to the notice of the Committee of the House of Commons which sat in 1890 to investigate the grievances of the Uncovenanted Civil Servants of India.

19. With regard to (i), it is sufficient to point out that the Secretary of State has already informed the Government of India that he has been advised that as the officers "had incurred the expense of education at the College on the faith of the prospectus, a contract had virtually been entered into with them on that basis."

20. As regards (ii), the statements in the Cooper's Hill prospectus are believed to be unique both in wording, in exactitude, and in date. It appears from Mr. Waterfield's

evidence (Nos. 2563 and 2564) before the Select Committee of 1890, that, from 1870 or 1871 the equation of rupees to sterling ceased to be given in such prospectuses. This is likely enough, for we know that prior to that time the statement that 1*l.* is equal to 10 rupees, which appears in the prospectus of other services, was practically accurate, and that after 1871 it ceased to be so any longer. Yet we find the statement that "10 rupees are nearly equal to 1*l.*" made in every prospectus for Cooper's Hill up to that dated 1875, although at the time it was no longer correct in fact. Even if this were due to a mere oversight, the consequence of so serious an error should not fall on those who accepted the statement in good faith. But Sir G. Chesney's minute clearly shows that it was deliberately inserted under the impression that the fall in the value of silver was only temporary and that it was not thought worth while to refer to it, as there was no intention that the officers of this new service were to accept any risk in the matter. But, however it arose, the statements were actually made and actually understood in the way explained above, and even if similar statements were made to candidates for other services this fact would not affect the claims of the Cooper's Hill men.

21. In reply to objection (iii), it must be remembered that the value of the currency was expressly defined as regards pay as "10 rupees are about equivalent to 1*l.* sterling," and as regards furlough allowance as being exactly equal thereto. It would therefore be impossible for any ordinary person to suppose that the rate of official exchange at which it was stated pensions would be paid would differ seriously from the value thus expressly defined. Moreover Sir G. Chesney has officially recorded what was the intention in the matter, thus—

Further, there was the remark that the rupee might be taken to represent 2*s.*, and the intention in inserting this was (I may venture to speak positively on this point because the prospectus was drawn out by myself, under the authority of the Secretary of State), that although the pensions were paid in rupees, intending competitors might assume 10 rupees to be equivalent to 1*l.* The fact is, that no one anticipated the fall in exchange; on the contrary, public attention was then occupied by speculations as to how the fall of gold with respect to silver might be taken advantage of to introduce a gold currency for India. It was certainly never contemplated to hold out any warning to intending competitors that they were required to take any appreciable risk of the rupee falling in value. The object of the Secretary of State was to secure candidates of a high class for this branch of the service, and looking to the high standard of attainments laid down for qualification, and the way in which Cooper's Hill was established as offering equal attractions with Woolwich and Sandhurst, I believe that if the great fall in the rupee had been anticipated, the scale of pensions for the Cooper's Hill men at that time would have been fixed in sterling.

21. There remains the objection (iv) that the matter has already been disposed of by the report of the Select Committee of the House of Commons of 1890. But that Committee was "appointed to consider and report upon the alleged grievances of the "Uncovenanted Civil Servants of India." The terms of the order therefore did not cover the case of the Cooper's Hill men, as these had been expressly ruled by the Secretary of State, *not* to belong to the Uncovenanted Civil Service. Evidence was, as a matter of fact, tendered to the Committee by a few Cooper's Hill men, but their special grievances in regard to non-fulfilment of the terms of the prospectus as regards promotion were ruled by the Chairman to be beyond the competence of the Committee. Moreover the evidence of the one person most competent to explain the terms of their appointment, viz., Sir G. Chesney, was not laid before the Committee, though his minute of 23rd January 1890, above referred to, was in the India Office at the time. Clearly, therefore, the special claims of the Cooper's Hill men *could not* have been disposed of by the Committee, and as a fact they are not referred to in its report. These officers, therefore, ask that, if necessary, a further enquiry may be held.

22. From the facts set forth above it will be seen that very definite inducements were held out to attract candidates to the Royal Indian Engineering College, and it is notorious that they have not been fulfilled. The memorialists show that their actual pay in rupees has been far below their reasonable expectations, and that the purchasing value of the currency in which it has been paid has been far below that which was expressly stated; further that instead of the ordinary pension being as good as 500*l.* it will only be 437*l.* 10*s.* per annum.

23. Compensation for slow promotion alone will amount to a very large sum, and that for loss by exchange to probably a still larger one. Yet both of these appear justly due to all those *at least* who entered Cooper's Hill up to 1875 and the services up to 1878, whether these are still in the service or not. Compliance with the other prayer, viz., to pay the pensions at 2*s.* per rupee, would be comparatively easy as its cost would be distributed over a large series of years. Moreover if the original intention had been carried out, and the Cooper's Hill service placed on an equality as regards pension with the Indian Military Services, all Cooper's Hill men, and not merely those of the earlier years, would draw their pensions at par, and the service would have been very much more popular, contented, and consequently efficient, than it actually is or can ever be until it is so treated. It is an anomaly that the officers who enter the Indian service through the English college at Cooper's Hill should draw their pensions in rupees, while

those who enter equally purely Indian Military Services through other English colleges should draw theirs in sterling. This anomaly should be removed either by ordering the existing scale of pensions to be paid at par instead of at 1s. 9d., or else by fixing the maximum limits of that scale in sterling, while leaving, if desired, the calculation of pensions below the maximum limit as at present. It would be but an act of simple equity to allow this to all who entered Cooper's Hill prior to the issue of the report of the Committee of 1890, but the anomaly would still remain unless it be also allowed to those who entered subsequently, and it would be wise to abolish it altogether.

## APPENDIX IV. to No. 1.

STATEMENT comparing PAY likely to be actually drawn by certain ENGINEERS, recruited the PAY that would have been drawn for the same period, with a rate of promotion

Names.	Year of Appointment.	Under Prospectus.		Actual including Extra Pay on Account of Foreign Service, and Local Allowances of Superintendents of Works and Under Secretaries.	
		Pay.	Furlough Allowances.	Pay.	Furlough Allowances.
1.	2.	3.	4.	5.	6.
<i>(Class B.—Those who have attained or will certainly attain</i>					
1 Benton, J. - - - -	1873	Rs. 3,43,193	£ 1,704	Rs. 3,10,637	£ 1,583
2 Horn, D. B. - - - -	1874	3,52,466	1,422	3,46,076	1,350
3 Arundel, E. W. - - - -	1874	3,02,881	2,450	2,67,368	1,987
4 Shadbolt, E. I. - - - -	1874	3,48,133	1,327	3,20,740	1,263
5 Baker, H. V. S. - - - -	1875	3,49,095	2,236	3,10,019	2,080
6 Smiths, E. du Cane - - - -	1875	3,60,631	1,586	3,13,062	1,472
7 Watts, G. K. - - - -	1875	3,19,128	2,149	2,91,646	2,199
8 Harrison, A. G. - - - -	1876	3,34,800	1,855	2,98,884	1,744
9 St. Clair, L. M. - - - -	1876	3,76,077	1,868	3,55,195	1,924
10 Coode, M. P. - - - -	1876	3,25,906	2,208	3,02,179	2,194
11 Fox, H. H. - - - -	1877	3,20,854	2,716	2,73,264	2,465
12 Wallace, J. - - - -	1877	3,33,513	2,412	3,05,915	2,258
13 White, G. G. - - - -	1877	3,76,166	2,208	3,47,858	1,964
14 McLeod, N. F. - - - -	1878	3,60,025	1,279	3,29,304	1,234
15 Nicolls, J. B. C. - - - -	1878	3,76,385	1,049	3,51,546	1,014
16 Lees, O. C. - - - -	1878	3,84,697	944	3,70,877	891
17 Egerton, R. W. - - - -	1878	3,35,701	1,473	2,97,537	1,336
Total - - - -	—	—	—	—	—
Average - - - -	—	—	—	—	—
<i>(Those who have attained or will attain to Superintending Engineer rank</i>					
18 Hebbert, F. B. - - - -	1874	4,24,180	800	4,51,520	800
19 Harris, G. S. T. - - - -	1875	3,34,206	1,758	3,48,841	1,915
20 Montague, J. M. - - - -	1876	3,13,284	2,276	3,48,897	2,293
21 English, R. A. - - - -	1877	3,51,345	2,874	3,54,873	3,198
<i>(Class A.—Those who have as yet attained</i>					
22 Joyce, A. - - - -	1874	2,80,238	1,756	2,67,323	1,550
23 Bickerton, C. H. C. - - - -	1875	2,49,364	2,559	2,45,500	2,391
24 Oddie, H. J. - - - -	1876	2,51,366	2,625	2,40,516	2,514
25 Morley, G. S. - - - -	1877	2,62,592	2,699	2,65,909	2,571
26 Menneer, R. R. - - - -	1878	2,63,754	1,512	2,57,094	1,381
Total (22 to 26) - - - -	—	—	—	—	—
Average - - - -	—	—	—	—	—

\* The meaning of this is that, in comparing "actual" with "prospectus," to ascertain the short pay, sums which are in excess while he is not debited with the normal allowances. Thus, the sum in column 11 represents the mean "short pay" as compared because it excludes them all. (See also paragraph 6 of the Explanation.)

† The calculation in the case of these officers is made on the supposition that they will not attain the rank of Superintending estimate only; it does not follow that they will not become Superintending Engineers eventually.

## APPENDIX IV. to No. 1.

from the ROYAL INDIAN ENGINEERING COLLEGE, up to the age of 55, as compared with based on that shown in the leaflet (Prospectus of 1872), but somewhat less favourable.

Total Salary plus Furlough Allowances converted at 1 £ = Rs. 15.		Loss or Gain; Gains are marked with a minus Sign.			Remarks.
Prospectus.	Actual.	When all Extra Emoluments are included in Salary as in Column 8.	When Extra Emoluments are wholly excluded from Salary.	When Salary includes only such Extra Emoluments as are in Excess of the Pay of the next Higher Grade.*	
7.	8.	9.	10.	11.	12.
<i>to Superintending Engineer rank and who lose.)</i>					
Rs. 3,68,753	Rs. 3,34,382	Rs. 34,371	Rs. 34,371	Rs. 34,371	
3,73,796	3,66,326	7,470	14,120	8,520	Total extra pay drawn in Foreign Service, Rs. 6,650.
3,39,631	2,97,173	42,458	42,458	42,458	
5,68,038	3,39,685	28,353	40,595	39,465	Extra pay drawn in Foreign Service, Rs. 7,235, and on account of local allowance of Superintendent of Works, 5,007; total Rs. 12,242.
3,82,635	3,41,219	41,416	45,408	45,408	Total extra pay drawn on account of local allowance of Under-Secretary, Rs. 8,992.
3,84,421	3,35,142	49,279	52,561	52,561	Total extra pay drawn on account of local allowance of Under-Secretary, Rs. 2,645, and Superintendent of Works, 637; total Rs. 3,282.
3,51,363	3,24,631	26,732	29,909	29,909	Total extra pay drawn on account of local allowance of Superintendent of Works, Rs. 3,177.
3,62,625	3,25,044	37,581	37,581	37,581	
4,04,097	3,84,055	20,042	30,214	27,967	Total extra pay drawn in Foreign Service, Rs. 9,355, and on account of local allowance of Superintendent of Works, 917; total Rs. 10,172.
3,59,026	3,35,089	23,937	27,447	27,447	Total extra pay drawn on account of local allowance of Under Secretary, Rs. 3,510.
3,61,594	3,10,239	51,355	51,355	51,355	
3,69,693	3,39,785	29,908	34,986	34,986	Total extra pay drawn in Foreign Service, Rs. 5,078.
4,09,286	3,77,318	31,968	31,968	31,968	
3,79,210	3,47,814	31,396	33,096	33,096	Extra pay drawn on account of local allowance of Superintendent of Works, Rs. 1,700.
3,92,120	3,66,756	25,364	30,271	30,271	Total extra pay drawn on account of local allowance of Under-Secretary, Rs. 4,907.
3,98,857	3,34,242	14,615	31,494	24,251	Total extra pay drawn on account of local allowance of Under-Secretary, Rs. 16,879.
3,57,796	3,17,577	40,219	40,219	40,219	
—	—	5,36,464	6,08,053	5,91,833	
--	—	31,557	35,768	34,814	
<i>and who gain, if all extra allowances in Foreign Service are included.)</i>					
4,86,180	4,63,520	—27,840	—3,382	—22,132	Total extra pay drawn in Foreign Service, Rs. 23,958.
3,60,576	3,72,566	—11,990	21,282	5,684	Total extra pay drawn in Foreign Service, Rs. 33,272.
3,47,424	3,33,399	—35,868	24,604	—5,849	Total extra pay drawn in Foreign Service, Rs. 60,472.
3,94,455	4,02,343	—8,388	23,611	7,237	Total extra pay drawn in Foreign Service, Rs. 31,999.
<i>to Executive Engineer rank only.†)</i>					
3,06,578	2,90,573	16,005	16,005	16,005	
2,87,749	2,81,365	6,384	6,384	6,384	
2,90,741	2,78,226	12,515	12,515	12,515	
3,03,077	3,04,474	—1,397	2,155	2,155	Total extra pay drawn in Foreign Service, Rs. 3,552.
2,86,434	2,77,809	8,625	8,625	8,625	
—	—	42,132	45,684	45,684	
--	—	8,426	9,137	9,137	

of "normal" extra allowance are included in the "actual." That is, the officer is debited with them in his short pay account with the sum in column 9, which is too small because it includes all extra allowances, and with column 10, which is too large

Engineer but will retire at the age of 55 as Executive Engineers, 1st grade. This hypothesis is made for the sake of framing an

*Explanation of Appendix IV.*

The object of this table is to work out "the short pay," i.e., the difference between the pay actually drawn and the pay that might have been expected under a reasonable interpretation of the leaflet attached to the prospectus of 1872, in certain typical cases.

2. In regard to this leaflet, which forms the real basis of the claims on account of retarded promotion, the following preliminary explanation is necessary. It did not hold out any distinct promise that the average time, within which every individual entering the service would attain promotion to any particular rank, would not greatly exceed the time stated in the leaflet. All that it professed to show was the average length of service during which all the officers in the different grades on 30th June 1870 had served before attaining those grades; which is a very different matter. It is probably true that the difference was not appreciated by the earlier candidates for admission to the College, and that each individual thought that his own chances of promotion would not be much less favourable than indicated by the experience, in the past, of those who had actually attained to the highest ranks; but he was not on that account justified in reading into the leaflet more than was actually stated in it. As regards the Assistant and Executive grades, indeed, promotion might reasonably have been expected in something like the time stated in the leaflet, because those grades have always been practically attainable by all who enter the Department. And as regards the higher or administrative ranks, although the statements in the leaflet did not fully warrant the expectation that every officer entering the service would attain those ranks after a service little in excess of the periods therein stated, it cannot but be admitted that the successful men, who might eventually attain those grades, are justified in complaining that the average length of service before attaining them is, and must be, so greatly in excess of that which the leaflet led them to expect.

3. Proceeding on the above assumptions, the method adopted for calculating the loss due to slow promotion has been to divide the memorialists and officers affected into two classes—A, those who may be assumed as ineligible for promotion to the post of Superintending Engineer, either for the sake of example, or because they have been so declared either directly or by repeated supersession; B, those who have already been so promoted or whose fitness for such promotion is unquestioned, but who have not yet attained it from causes entirely beyond their own control. By this means the problem is narrowed down to computing, for these two classes, the difference between what they will have actually drawn, so far as can now be estimated, and what they might reasonably be expected to draw, under the terms of the prospectus, up to the age of 55; in the case of class A men on the assumption that they could have no expectation of rising above the 1st grade Executive Engineer or the grade they actually attain, and in the case of class B men on the assumption that they could reasonably have expected to attain the rank of Superintending Engineer at least within a moderate period.

The manner in which, for calculating the pay due under the prospectus (column 3 of Appendix), the periods to be passed in each grade have been fixed, has been explained in paragraph 11 of the despatch.

4. The typical cases included in the statement belong, it will be observed, to the several years the recruits of which are under discussion, and to the two classes A and B referred to above. The statement shows, for these typical men, these two classes, the pay they would have earned with the rate of promotion assumed to be that of the prospectus, and that which it is probable, on the best data available, they will have earned throughout their service prolonged up to their 55th year of age. As only two or three of the officers concerned have as yet reached the rank of Chief Engineer, it has been thought convenient, in the case of those who have reached, or will ultimately reach, the Superintending Engineer class (i.e., who belong to class B), to work out the comparative estimate on the supposition that they will not be promoted above the first class of Superintending Engineers. As promotion from Superintending Engineer to Chief Engineer involves a second process of selection, similar to that which occurs in promotion from Executive to Superintending Engineer, it would have been difficult to establish a standard measure of loss for those who have attained, or will attain, to the highest rank. It will be easier, it is thought, to establish a standard for those who attain the lower rank of Superintending Engineer, and to state for the present, that the loss for those who may attain the higher rank of Chief Engineer, will certainly not be less, and will sometimes be a great deal more, even after allowing for the capitalised value of the extra pension of Rs. 1,000 granted to Chief Engineers of three years standing, of which no mention was made in the prospectus.

5. The object of the examination of these typical cases in the above manner is to obtain an average measure of the loss that will probably be sustained up to the age of 55, or for their whole service, first by those who were fit to attain, and do, or will eventually attain, Superintending Engineer rank, and secondly by those of whom it is

assumed for the sake of illustration that they may never actually rise above the rank of Executive Engineer.

6. The following point in connection with the statement requires careful attention. Many of the officers whose names are included in the statement have, at different periods of their service, been in receipt of emoluments exceeding the pay of their substantive or temporary rank, the excess being due either to extra pay while in foreign service or to some special or local allowances while in the service of Government. These extra emoluments have been given for specific reasons, and are really outside the ordinary scale of pay. As a general rule they have been drawn by the officer concerned as an addition to the departmental pay, whatever that might be; and in consideration either of special qualifications or of certain disadvantages pertaining to the appointments. If, therefore, the rate of departmental promotion had been more nearly in accordance with that which the prospectus had led them to expect, their departmental pay, and consequently their total emoluments, would have been proportionally increased. Extra emoluments of this kind can be occasionally earned in almost all the services of Government, and it would not be right entirely to deprive officers of the benefit of them on the ground that no reference was made to them in the prospectus. On the other hand an officer who, by virtue of his position in the service of Government, has attained a lucrative appointment in foreign service, the emoluments of which greatly exceed the pay of his departmental rank or have been fixed without reference to that pay, cannot reasonably claim that no regard should be paid to this fact in comparing his actual emoluments with those which he might reasonably have been led to expect by the terms of the prospectus. It may be difficult in particular cases to determine the weight which should be given to these conflicting considerations, but it is considered that the fairest and most workable rule would be that extra emoluments, which may not have the effect of raising an officer's total emoluments above the pay of the grade next above that which he holds in the Public Works Department, should be excluded from consideration, but that when the total emoluments are in excess of the pay of the next higher grade, account should be taken of the amount in excess.

7. Appendix IV. therefore shows, successively in columns 9, 10, and 11, the differences between the pay which particular officers might have expected to draw under the terms of the prospectus, and the pay they will or may have actually drawn during their service—

- (i.) When salary drawn is held to include pay of departmental grade, *plus* all extra emoluments, as in column 8;
- (ii.) When it includes pay of departmental grade only;
- (iii.) When it includes the pay of departmental grade *plus* extra emoluments to the extent by which the total emoluments exceed the pay of the next higher grade.

Taking the case of the first 17 officers in the statement, that is, of men who have already attained, or are certain eventually to attain, the rank of Superintending Engineer, it will be seen that the average losses under each of these three cases are estimated (columns 9, 10, and 11) at Rs. 31,557, Rs. 35,768, and Rs. 34,814 respectively. The difference in the several average amounts is not very large; but in individual cases, such as, *e.g.*, No. 16, the difference under the several suppositions may be great; and it is very considerable in the case of the officers numbered 18 to 21 in the statement, who have drawn large extra emoluments in foreign service, and whose case will be further referred to.

It will be seen further that, if all extra emoluments are included in the pay actually drawn, there are a few officers (Nos. 18 to 21), whose total emoluments to the end of their service will probably have actually exceeded the amounts which the statements in the prospectus might have led them to expect by the sums shown in column 9 of the statement. These cases are very exceptional, and are mainly due to the employment, in foreign service and on high pay, of officers who have often been specially selected, and who would probably therefore have received promotion in the ordinary course at a more rapid rate than the average, or have even attained the rank of a Chief Engineer, in which case the considerations noted in the following paragraph would apply. If, however, the extra emoluments drawn by these officers are treated in the manner which we have recommended above, their gains will have been reduced, or have been converted into loss, according to the amounts shown in column 11. Two of them will still have received something more than they might reasonably have expected on the strength of the statements made in the prospectus, while two will have sustained losses which are in each case less than the capitalised value of the Superintending Engineer's special pension.

8. It has been already stated that it is better not to consider the loss which individual officers may sustain owing to the great retardation of promotion to the ranks of Chief Engineer, that is, the prize appointments, which in the ordinary course can only be attained by a select few. It may, however, be remarked that, in making the provisional assumption that no officer in class B is justified in expecting advancement, as a matter of course, to the highest administrative ranks, the loss of pay which the best of these officers will have sustained has been certainly underestimated. Some at least are certain

to eventually rise to the Chief Engineer classes, and if the pay that they might reasonably have expected to draw during their service had been estimated on the assumption that they obtained the lowest of these classes after little more than 20 years' service, and the highest in less than 24½ years, the loss that might be claimed on behalf of each would be considerably greater than that brought out in Appendix IV., and the excess would indeed in some cases exceed the capitalised value of the extra Rs. 1,000 pension to which they might be entitled by their service as Chief Engineers.

9. In regard to the men who belong to class A, *i.e.*, those whose cases have been examined on the assumption that they will not rise above the Executive Engineer grade, it will be observed that only a few such cases are taken, because in fact they are not numerous, and because the loss that will be sustained by men who do rise out of this class will not be great, owing to the increase in rate of pay of Executive Engineer, 1st grade, and to the modification in the rule relating to the grant of increment in that grade sanctioned in 1893. These cases have been taken for the purpose of indicating the probable position of those who may not eventually be promoted to administrative rank, but it is not intended to imply that the officers mentioned will never attain that rank or are ineligible for it. The average loss for the selected cases of this class, included in Appendix IV., works out to about Rs. 9,000; but it is probable that the large amount shown in some of the cases is due to supersession in the Executive and Assistant Engineer grades. In deciding compensation in individual cases, this would have to be allowed for. On the whole it is not thought that the average compensation to be fairly claimed by men of this class could exceed Rs. 5,000.

#### APPENDIX V. to No. 1.

TABLE I.

SHOWING the COST to GOVERNMENT when Officers, to whom Pensions are not due until they attain the Age of 55 or 52 years, are allowed to retire on full Pensions payable in sterling at 1s. 9d. to the Rupee at an earlier Age.

Age on Retirement = n. (n)	Cost to Government of allowing an Officer to retire on a Pension of Rs. 6,562-5 on his <i>n</i> th Birthday instead of on his		Capitalised Value on <i>n</i> th Birthday of a Pension of Rs. 1,312-5 commencing from that Date.
	55th Birthday.	52nd Birthday.	
1.	2.	3.	4.
	Rs.	Rs.	Rs.
47 - - - -	40,414	27,891	14,634
48 - - - -	36,477	23,133	14,273
49 - - - -	32,156	17,828	13,923
50 - - - -	27,617	12,250	13,584
51 - - - -	22,914	6,844	13,245
52 - - - -	17,609	—	12,917
53 - - - -	12,193	—	12,589
54 - - - -	6,289	—	12,228
55 - - - -	—	—	11,867

*Example :—*

A is entitled under the terms of the original prospectus to retire at age of 52 on an ordinary pension of Rs. 5,000, but actually retires at age of 50 on a Superintending Engineer's pension of Rs. 6,000.

At date of retirement he claims Rs. 35,000 on account of "short pay."

The value of A's pecuniary concessions are—

	Rs.
Permission to retire on an ordinary pension two years before it is due - - - -	12,250
Value on date of retirement of the extra Superintending Engineer's pension - - - -	13,584
Total value of concessions - - - -	25,834

The residual loss will, therefore, be :—

$$\text{Rs. } 35,000 - \text{Rs. } 25,134 = \text{Rs. } 9,166.$$



TABLE II.

SHOWING the COST to GOVERNMENT when Officers, to whom Pensions are not due until they attain the Age of 55 or 52 years, are allowed to retire on full Pensions payable in sterling at 2s. to the Rupee at an earlier Age.

Age of Retirement = n.	Cost to Government of allowing an Officer to retire on a Pension of Rs. 7,500* on his <i>n</i> th Birthday instead of on his		Capitalised Value on <i>n</i> th Birthday of a Pension of Rs. 1,500 commencing from that Date.
	55th Birthday.	52nd Birthday.	
1.	2.	3.	4.
47 - - - -	Rs. 46,187	Rs. 31,875	Rs. 16,725
48 - - - -	41,688	26,488	16,812
49 - - - -	36,750	20,375	15,912
50 - - - -	31,562	14,000	15,525
51 - - - -	26,188	7,250	15,187
52 - - - -	20,125	—	14,762
53 - - - -	13,988	—	14,388
54 - - - -	7,188	—	13,975
55 - - - -	—	—	13,562

\* N.B.—A pension of Rs. 5,000 payable in sterling at the rate of 2s. to the rupee is equivalent to a pension of Rs. 7,500 payable in sterling at the rate of 1s. 4d. to the rupee.

If pensions are payable in sterling at the rate of 2s. to the rupee, the value of pecuniary concessions in the example at foot of Table I. will be Rs. 14,000 + 15,525 = Rs. 29,525, and the residual loss will be Rs. 5,475 only.

TABLE III.

SHOWING the NUMBER and AMOUNT of ANNUAL PAYMENTS, commencing at Age of 29, which would purchase an ordinary Pension of Rs. 6,562·5 for an Officer on retirement at Age of *n* instead of at Age of 55 or 52, and also the Payments necessary to secure for him a special Pension of Rs. 1,312·5 from date of Retirement.

N.B.—An officer entering the service at the age of 22 in 1876 would have been 29 years of age in 1883, the year in which premature retirements and special pensions were sanctioned.

Age on Retirement = n.	Number of Annual Payments = m = n — 29.	Annual Pay- ment beginning from Age 29 for an Annuity of Rs. 6,562·5 to commence after m Years.	Total Amount of Payments in m Years.	Amount necessary to secure a Pension of Rs. 6,562·5 at the Age of n instead of at the Age of		Total Amount of Payments in m Years for an Annuity of Rs. 1,312·5 to begin after m Years.
				55.	52.	
1.	2.	3.	4.	5.	6.	7.
47 - - -	18	Rs. 2,380	Rs. 42,840	Rs. 19,414	Rs. 13,630	Rs. 8,568
48 - - -	19	2,099	39,881	16,455	10,671	7,976
49 - - -	20	1,846	36,920	13,494	7,710	7,384
50 - - -	21	1,630	34,230	10,804	5,020	6,846
51 - - -	22	1,438	31,636	8,210	2,426	6,327
52 - - -	23	1,270	29,210	5,784	—	5,842
53 - - -	24	1,132	27,168	3,742	—	5,434
54 - - -	25	1,012	25,300	1,874	—	5,060
55 - - -	26	901	23,426	—	—	4,685

According to this table the deduction on account of the value of pecuniary concessions in the example given at foot of Table I. would amount to Rs. 5,020 + 6,846 = Rs. 11,866 only, and the residual loss will be Rs. 23,134 instead of Rs. 9,166.

*Explanation of Table I.*

Suppose  $P$  = present value, at age of  $n$ , of a life pension of Re. 1 per mensem to commence at age 55.

„  $P^1$  = present value, at age of  $n$ , of a life pension of Re. 1 per mensem to commence at age 52.

„  $Y$  = present value, at age of  $n$ , of a life pension of Re. 1 per mensem to commence at once.

„  $y$  = present value, at age of  $n$ , of a pension of Re. 1 per mensem to commence at once and last for  $55 - n$  years.

„  $y^1$  = present value, at age of  $n$ , of a pension of Re. 1 per mensem to commence at once and last for  $52 - n$  years.

Then  $P = Y - y$  and  $P^1 = Y - y^1$  (see note to Table A, Appendix 9, Civil Service Regulations).

The extra cost to Government, as equated to the  $n$ th birthday, of allowing the pension to commence from that date instead of from the 55th birthday, is—

$$Y - P = Y - (Y - y) = y$$

and the values in column 2 opposite successive values of  $n = \frac{6,562 \cdot 5}{12} \cdot y$

Similarly the values in column 3 =  $\frac{6,562 \cdot 5}{12} \cdot y^1$

and the values in column 4 =  $\frac{1,312 \cdot 5}{12} \cdot Y$

N.B.—The values of  $Y$  and  $y$  and  $y^1$  have been obtained from Table A in Appendix 9 Civil Service Regulations, the rate of interest being taken at  $3\frac{1}{2}$  per cent.

*Explanation of Table II.*

The values in this table are equal to the corresponding values in Table I. multiplied by the fraction  $\frac{24}{11} = 1\frac{1}{7}$ .

*Explanation of Table III.*

Suppose  $Z$  = present value, at age of 29, of an annual payment of Rs. 12 lasting during life.

„  $z$  = present value, at age of 29, of an annual payment of Rs. 12 lasting during  $m$  years.

then  $\frac{Z - z}{z} \times z$  = present value, at age of 29, of an annual payment of Rs.  $\frac{Z - z}{z} \times 12$  lasting during  $m$  years.

and  $\frac{Z - z}{12}$  = present value, at age of 29, of an annual payment of Rs.  $\frac{Z - z}{z}$  lasting during  $m$  years - - - - - (1)

But  $\frac{Z - z}{12}$  = present value, at age of 29, of a deferred pension of Re. 1 per annum to commence after  $m$  years - - - - - (2)

Therefore, equating (1) and (2), an annual payment of  $\frac{Z - z}{z}$  continued for  $m$  years from age of 29, will secure a deferred life pension of Re. 1 per annum to commence from  $(29 + m)$ th birthday; and therefore a deferred life pension of Rs. 6,562.5 will be secured by annual payments for  $m$  years of  $6,562 \cdot 5 \times \frac{Z - z}{z}$ .

Column 3 of the tables gives the values of the expression  $6,562 \cdot 5 \frac{Z - z}{z}$  for different values of  $m$ , the values of  $Z$  and  $z$  being obtained from Table A in Appendix 9, Civil Service Regulations.

Column 4 contains the values given in column 3 multiplied by  $m$ .

The values in column 5 are obtained by deducting Rs. 23,426, which is shown in column 4 to be the total amount of payments made in 26 years by an officer retiring at 55, from each of the other values in column 4 successively.

The values in column 6 are similarly obtained by deducting Rs. 29,210 (the total amount of payments to be made by an officer retiring at 52) from each of the values in column 4 successively.

The values in column 7 are the values in column 4 multiplied by  $\frac{1}{7}$ th.

APPENDIX VI. to No. 1.

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EXTRACT paragraph 2 of RESOLUTION by the GOVERNMENT OF INDIA in the FINANCIAL DEPARTMENT, No. 4359, dated the 14th October 1871, recorded in FINANCIAL PROS. ACCOUNT, October 1871, Nos. 94-120, Part A.

2. The remuneration of officers of Government may be thus classified:—

*Immediate.*—Their pay and allowances while on duty ;

*Contingent.*—Their absentee allowances ;

*Deferred.*—Their pensionary allowances ;

and such officers when lent to Native States, &c., though they obtain their “immediate” remuneration from the State or Fund at the charge of which they are employed, look for the most part to the Government of India for their “contingent” and “deferred” remuneration.

## No. 2.

DESPATCH from the SECRETARY OF STATE FOR INDIA, to His Excellency the Right Honourable the GOVERNOR-GENERAL OF INDIA in COUNCIL, No. 23 (Public Works) dated 7th June 1901.

The Public Works letter of your Excellency's Government, No. 5, dated 17th January 1901, has been carefully considered by me in Council, and I am now able to convey to you my decisions on the points raised in it.

2. In that letter you submitted for my orders 85 memorials from officers of your Public Works Department appointed from the Royal Engineering College in the years 1873-78 inclusive, and who therefore entered the college between the years 1870 and 1875.

The memorialists pray—

- (a) that adequate compensation shall be given for the depreciation of the currency in which each memorialist has been paid;
- (b) that pensions shall be paid in sterling at 2s. per rupee;
- (c) that adequate compensation shall be given for loss suffered on account of slow promotion.

Many of the memorialists who joined the Service in 1878, and therefore entered the college in 1875, also pray—

- (d) that they may be allowed the privilege which was conceded to men of the years previous to 1878, of drawing their furlough allowances when paid in England at the rate of 2s. to the rupee.

3. Before discussing the subjects of these prayers severally, I would observe that none of the claims are new in substance. Although they may not have been advanced before by all the present memorialists, they have been brought forward by some of them, and by other members of their service on the same grounds at various times, and have been dealt with by the Government of India, or by my predecessors, or by me. Thus as regards the claim for compensation for the fall in the gold value of the rupee, it will be seen that in 1890 the Government of India, in forwarding memorials from 235 European civil engineers, of whom 162 were Cooper's Hill men, declared themselves unable to recommend in the case of a particular body of public servants an attempt to redress by special measures the hardship to which all European officials now serving in India are to a greater or less degree exposed owing to the fall in the gold value of the rupee. This grievance, as affecting all the European services in India, was disposed of by the grant of exchange compensation allowances in 1893.

Again, the claim of the Cooper's Hill men of the years between 1871 and 1874 to have their pensions paid in sterling, was brought to my notice in 1896 by Sir Howard Vincent, M.P., who was informed by me, on the 13th February 1896, that I was "unable to admit that, except as to furlough pay in certain cases, any pledges were given to those officers when they entered the college of a nature to exempt them from the operation of the ordinary rules and regulations of the Service." Subsequently, after further discussion and consideration, I informed Sir H. Vincent on the 23rd April 1896, that, "as far as this Office is concerned, the question must be regarded as closed."

This matter was dealt with by predecessor also in 1895, in his orders on 21 memorials from Cooper's Hill engineers, which were forwarded to the Secretary of State by the Government of India in their Public Works Letters No. 1, dated 2nd January 1895, No. 10, dated 20th February 1895, and No. 17, dated 6th March 1895. The decision of Sir H. Fowler on the questions therein raised must, as I informed Sir H. Vincent in 1896, be regarded as final. The third prayer also, namely, that adequate compensation should be given for loss suffered on account of slow promotion, was before your Government in 1890, and, when referring the matter to me in their Letter No. 15 (P.W.), dated 28th January 1890, your predecessor's Government were unable to suggest any mode of redress.

In Public Works Letter No. 1, dated 2nd January 1895, 15 memorials were forwarded by the Government of India to my predecessor, in which claims were advanced to certain emoluments on the ground that expectations had been held out to the memorialists on entering Cooper's Hill College. These claims were rejected by Sir H. Fowler in his letter of 21st February 1895 to the Government of India in the following terms:—

"The causes of the evils from which the memorialists represent that they suffer are the fall in exchange and the slow rate of promotion in the Department.

"There is nothing in the representations of these officers that was not brought to the notice of the Select Committee of the House of Commons, who reported upon the alleged grievances of the Uncovenanted Civil Servants in July 1890, and various measures have been passed by your Government with a view to alleviating the evils resulting from the fall in exchange, and to removing the block of promotion in the Department.

"I am unable to see any ground in the representation contained in the memorials now forwarded for according exceptional treatment under these heads to the petitioners."

4. In this connection I desire to refer also to a letter of Lord Lansdowne's Government (No. 70 (P.W.), dated 7th December 1892), in which 73 memorials from certain civil engineers were forwarded to the Secretary of State. The claims made in those memorials were practically identical with those now under consideration. They were thus stated:—

- "(a.) Accelerated promotion or increased pay.
- "(b.) A pecuniary grant or personal allowance to raise his emoluments to the amount he was led to expect before joining the Department.
- "(c.) To remedy the block in promotion by offering special terms to senior officers to induce them to retire.
- "(d.) Furlough allowances and pension at par or at a fixed rate of exchange.
- "(e.) Permission to retire on a pension proportionate to length of service in the Department."

Lord Lansdowne's Government considered that the first three and the fifth of these points had been dealt with in their measures for the reorganisation of the Department which were sanctioned by Lord Kimberley in 1893, which measures have been confirmed for a further period of years by me in my letter to your Government, No. 10 (Public Works), dated 1st March 1901. Referring to the remaining points, Lord Lansdowne's Government gave their opinion in these terms:—

"The question denoted as (d), which relates to payment of furlough allowances and pensions at two shillings or at a fixed rate of exchange, is not included in the proposals made in our despatch of the 2nd November 1892 and is referred to in only thirteen of the memorials now forwarded. In regard to the question of pension, we consider the orders prescribing 1s. 9d. as the minimum rate at which pensions are to be paid to European officers of the classes to which the memorialists belong when resident in countries where the standard of currency is gold, disposes of this matter; while, as regards furlough allowances, the point is one which falls within the scope of the memorials on the subject of the fall in the rate of exchange as affecting the emoluments of European employes which are being separately dealt with." The last words in this quotation refer to the question of compensation for the fall in the gold value of the rupee, which was settled by my predecessor's Financial Despatch No. 181, dated 7th September 1893, to which I have already drawn attention. By the orders therein given an exchange compensation allowance was "granted with effect from the 1st April 1893 to every European and Eurasian officer of Government, Civil or Military, not domiciled in India, whose pay is fixed in rupees, sufficient to enable him to remit to England one half of his salary (subject to a maximum limit of 1,000l. a year) at the rate of 1s. 6d. the rupee. Furlough pay issued from the Home Treasury will also be granted at that rate."

5. In view of the decisions above quoted, I think I should be justified in declining to reopen the questions dealt with in your present letter. In deference however to your opinion, I will proceed to deal severally with the prayers of the memorialists, with the grounds on which they are based, and with your recommendations concerning them, adhering to the order in which your Excellency's Government have taken them.

First, then, is the case of the ten memorialists who were appointed in 1878, and who ask for the privilege of drawing furlough allowance in sterling at the rate of 2s. to the rupee. As your Government are aware, this privilege was conceded to the men who entered Cooper's Hill prior to 1875, because it was held that there were passages in the prospectus issued prior to that date which implied that furlough allowances would be paid in sterling at 2s. the rupee. To the prospectus of 1875, however, was appended section 26(b) of the second edition of the Civil Leave Code, under which absentee allowances are payable in England at the official rate of exchange, and that prospectus was in force several months before the candidates of 1875 were admitted to the College. For that reason, as you were informed by Lord Cross' Financial Despatch (No. 33), dated 27th February 1890, the concession made to the men of the preceding years was not extended to those who entered the College in 1875 and afterwards.

You now are of opinion that this decision as regards the men who entered Cooper's Hill in 1875 should be reopened, on the ground, mainly, that "one of the entrants of this year (Mr. H. P. Burt) was supplied before the examination with a prospectus in which section 26(b) of the second edition of the Civil Leave Code was not appended, and in which the paragraph relating to furlough allowances was identical with that in the prospectus for 1874"; and you think that "if there are reasonable grounds for supposing that at least some of the candidates in 1875 may have been supplied with prospectus similar to those of 1874, and that two differently worded prospectus were issued to the candidates for admission in 1875, the claim of all the candidates in that year to the benefit of the more favourable one, which appears to have been subsequently included in the College Calendar of that year, is one which deserves further consideration."

I desire to remark, with reference to the plea thus raised, that there must be some finality in dealing with the claims of the Cooper's Hill engineers; and that I cannot admit, in this instance, a departure from the decision of Lord Cross given 12 years ago.

Mr. Burt has already made his application to me on the basis of the prospectus to which you refer, and after careful consideration of his case in Council I have definitely rejected his prayer.

6. I now return to the prayer for adequate compensation for the depreciation of the currency, in which all the memorialists with a few exceptions join. This claim is based on some expressions in the earlier prospectus, which indicated that a rupee was at that time nearly equivalent to one tenth of a pound. To argue that an explanation of this kind, inserted for the benefit of persons who might not know the exchange value of the currency in which the salaries of Indian servants are paid, is equivalent to an undertaking to guarantee the candidate during the whole of his service against loss by depreciation of that currency, would be too unreasonable to merit discussion, and I am glad to see that your Government have given no encouragement to this part of the memorialists' case. The European employes of the Public Works Service are in this matter on an exact level with all the European public servants in India, and, as I have pointed out above, they have been treated in the matter of exchange compensation allowance on the same footing with the officers of the Indian Civil Service and of the Army in India. To more than this they can hardly pretend.

7. The prayer next in order of discussion is, that the pensions shall be paid in sterling at 2s. per rupee. You recommend that this prayer should be considered by me on its merits, and without reference to the recommendations made by the Parliamentary Committee appointed in 1890 to consider and report upon the grievances of the Uncovenanted Civil Servants of India, because your Public Works Despatch No. 15, dated 28th January 1890, to which was appended a minute written by Sir George Chesney, was not laid before the Committee. I observe, however, that the Appendix regarding the Leave and Pension Rules which was published with the earlier prospectus, laid down in the clearest terms that pensions if drawn in England would be converted to sterling at the official rate of exchange, and these prospectus were laid before the Parliamentary Committee. It is not clear how any expression of the individual views of Sir George Chesney could have effected this question, or have led the Committee to recommend the grant to Cooper's Hill engineers of a higher minimum rate of exchange for the payment of pensions than was recommended in the case of other public servants to whom the same rules applied. I have, however, in deference to your opinion, carefully considered Sir George Chesney's minute, which, although not seen by the Committee, was before the Secretary of State when he dealt with their recommendations. Even if this document were held to have any weight beyond that of an individual opinion, a position which I cannot admit, it amounts to no more than a strong recommendation that in the case of officers recruited in England pensions should be fixed in sterling. He argued that at the time Cooper's Hill was established no one anticipated a fall in exchange. That if it had been foreseen, he had no doubt but that the pensions would have been fixed in sterling, because rupee pensions with a falling exchange value would have been held to be unsuitable. The whole of his argument turns not upon the question of obligation or justice, but of expediency and good policy. "Of course," he writes, "if a fixed minimum rate, 1s. 6d. or 1s. 8d., were laid down for the conversion of the rupee practically a sterling pension would be secured. But if the exchange were ever to rise again above the minimum, we may be sure that pressure would be put upon the Government to give the officers concerned the benefit of the rise, which it would be hard to resist, and when dealing with the matter it seems very desirable to secure finality." Sir George Chesney goes on to say, "any ruling of this kind for the Civil Engineers would, no doubt, be deemed to be properly applicable to all the special departments the members of which are trained and recruited in England. It would be in fact to recognise the broad principle that while officers of these classes, as well as of the Army and Civil Service, during their service in this country are to be paid in the currency of the country, and must take their chance whether that currency rises or falls in value with respect to the currency of England, and that their furlough allowances should be regulated on the same basis, all alike retire to spend the remainder of their lives in Europe, and that their pensions should accordingly be paid in sterling." "It will be objected," he adds, "that the weak point of this contention is that the officers in question entered the Service with their eyes open, and knowing exactly what the prospects were before them, namely, that they are eligible for pensions paid in rupees only, with all the liability of a fall in that currency. This is true; the officers concerned have clearly no legal claim to the change, it may be open to argument whether they have even an equitable claim, but the interest of the State appears to be equally involved in arriving at the same result." I cannot conceive it likely that an opinion stated in terms such as these would have led the Parliamentary Committee to give the Cooper's Hill servants a higher minimum rate for the conversion of the rupee than they awarded to others. And assuredly there is nothing in it which would lead me to go beyond the Committee's recommendations. I am therefore of opinion that the grievances of the memorialists, so far as the sterling equivalent of their pensions is concerned, have been finally and completely settled by the adoption of the 1s. 9d. rate in accordance with the decision of the Parliamentary Committee, and I decline to reopen the matter.

8. There remains the last prayer of the memorialists, namely, that adequate compensation may be given for loss suffered on account of slow promotion. It is alleged that a certain rate of promotion was held out to candidates to induce them to enter the college and compete for the Public Works appointments.

The case of the memorialists for this portion of their claim rests, as I understand, on a leaflet which was distributed with some of the earlier prospectus, but was not included in the College Calendar. This paper contained a statement showing the rate of promotion in the Public Works Department which had prevailed up to 1870, and added a warning to the effect that from various causes the promotion in the past had been somewhat more rapid than might be expected in the future. No trace of the leaflet exists in the records of this Office, and it is impossible to say by whom or under what authority it was issued. I am unable to admit, however, that there is anything in this leaflet, whether authoritative or not, which can be taken as binding the Government to maintain a certain rate of promotion or, in default, to compensate the officers who received it. I regret, therefore, that, before consulting me on this point, you have entered upon the elaborate calculations contained in paragraphs 9-16 and Appendix IV. of your letter. Those calculations are based on a hypothetical rate of promotion approximating to that set forth in the leaflet, and the measure of the loss sustained by each memorialist has been estimated by comparing the pay actually drawn by him with that which he would have drawn had the assumed rate prevailed. This loss you have reduced by deductions made on account of advantages received by the memorialists over and above those which at the time of entering the Service they were entitled to expect. "We have thus endeavoured," you observe in paragraph 17, "to obtain a true measure of the memorialists' grievances, but, if it is held that compensation is due to them, we do not consider that it would be most conveniently awarded in accordance with the method of calculation which we have so far provisionally followed. It is open to many obvious practical objections." You then go on to enumerate objections which appear to me to show the impossibility of reducing to practice a rule of the kind you have adopted, and to demonstrate also the grave inconvenience which may result from the attempt to formulate, in precise terms, the money value of expectations which may have been entertained with more or less justification by the officers concerned when they entered the Service. Your conclusion is that the losses which have been sustained by the memorialists owing to the slowness of promotion will be fully met by giving them their pensions in sterling at the rate of 2s. the rupee, and you recommend that this course be adopted, in the event of the claims being held by me to be well founded.

9. I regret that I am unable to accept the views of your Government on this point. I hold that there is nothing in the prospectus, or in the leaflet on which the memorialists base their claims, which can be construed as implying a guarantee of a certain rate of promotion. It may be that the memorialists entertained hopes of promotion which have not been realised, and that for these exaggerated hopes the leaflet which accompanied the prospectus in certain cases afforded some encouragement. I am far from wishing to deny that the memorialists suffered from a block of promotion caused by over-recruitment in certain years. Other services have at times suffered from the same causes; but in no case, hitherto, has it been proposed to make an elaborate calculation of the difference between the total emoluments which each member expected to obtain during the whole of his service and those which he actually received, and to make good the difference at the cost of the public revenues, deducting the estimated value of such advantages as may have accrued to him unexpectedly. Any such method of calculation is obviously inadmissible. All that can be done in such cases is to offer special inducements to men to retire, and, by improvement of the pay and pension, to better the condition of those who elect to remain in the Service. In the present case these methods of improving the conditions of a service have been liberally used, and with a large measure of success. In paragraph 9 you have enumerated the advantages which the memorialists have received, but to which they were not entitled under the terms of the prospectus. They are, I think, both liberal and comprehensive. The permission given to retire on pension after 20 and 25 years' service, including furlough, instead of after 30 years, is, as you justly say, a great concession. Nor can I admit the justice of the contention (paragraph 10 of your letter) that it is a concession only to those who avail themselves of it. If advantageous terms of retirement are offered to men who complain of the conditions of their employment, those who refuse the offer and decide to remain in the Service have no just grounds for further complaint.

For these reasons I am obliged to differ from your Excellency's Government in the view taken of this matter, and to negative the prayers of the memorialists.

10. In the case of Mr. G. G. White, referred to in the third paragraph of your letter, I agree with the conclusion at which your Excellency has arrived, that neither he nor any other officer of 1877 should be permitted to retire on the terms offered to men of the earlier years.

11. The decisions now conveyed to you on the prayers of the memorialists will apply in principle to the cases of Mrs. H. S. Taylor and Mrs. C. O. Leefe, who, as widows

of engineers who entered the Public Works Service in the years 1875 and 1877 respectively, pray for compensation for losses assumed to have been sustained by their deceased husbands during their service. These ladies should be informed that their claims are inadmissible.

And I desire to add, for the instruction of your Excellency's Government, that these two petitions and the recommendations which you have felt yourself bound to make concerning them, illustrate forcibly the grave inconvenience of the course followed by your Government in dealing with this matter.

I have, &c.  
(Signed) GEORGE HAMILTON.

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EAST INDIA (PUBLIC WORKS  
DEPARTMENT).

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COPY of a Despatch from the Government of India, dated the 17th day of January 1901, and of the reply thereto of the Secretary of State for India in Council, dated the 7th day of June 1901, on the subject of Memorials from the Officers of the Public Works Department appointed from the Royal Indian Engineering College in the years 1873-1878.

(*Sir Seymour King.*)

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*Ordered by The House of Commons, to be Printed,  
29 July 1901.*

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[*Price 5d.*]





# **EAST INDIA (RAILWAYS).**

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## **ADMINISTRATION REPORT**

ON THE

# **RAILWAYS IN INDIA**

FOR THE

## **CALENDAR YEAR 1900.**

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**Presented to both Houses of Parliament by Command of His Majesty.**

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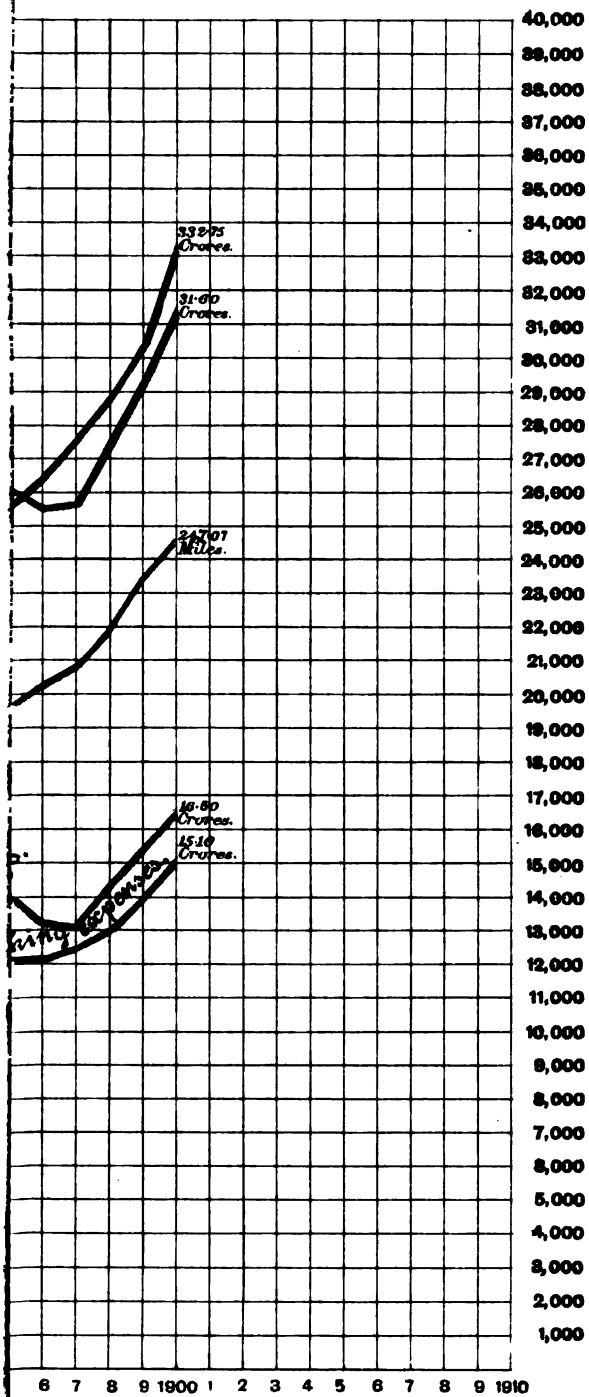
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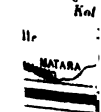
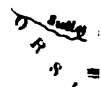
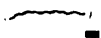
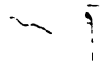
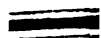
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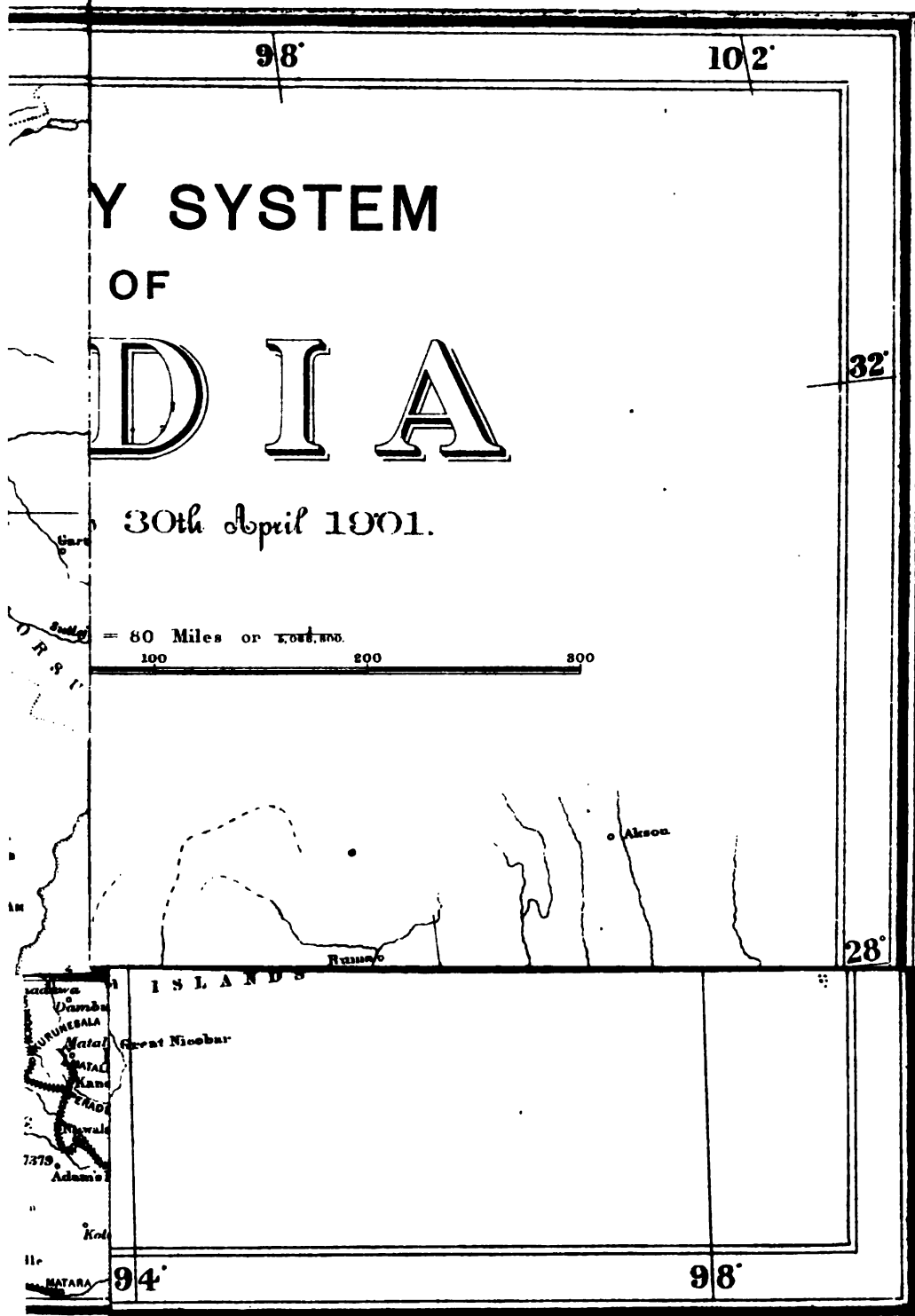
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# PART I.

## GENERAL REPORT.

In order to give effect to the Resolution of the Government of India in the Home Department, No. 987—1013 of the 25th February 1901, requiring the curtailment and reduction of administration and other reports, the two parts of the Administration Report on the Railways in India, which have hitherto been issued in June and December respectively, have, for the first time since 1883, been condensed into one volume.

General.

Part I of the report hitherto issued reviewed Indian railways for the calendar year, as also for the official year terminating on the 31st March. The accounts of railways in India are prepared for the calendar year; but as the report had to be taken in hand in March, there was some difficulty in getting out the audited returns in time. Only estimated figures of the past calendar year's transactions could, therefore, be furnished by some of the railways. For the official year, the figures were always estimated, as it was not possible to complete the accounts before Part I of the report was required to issue. Part II was, therefore, issued so as to present the figures in the accounts as finally passed.

Arrangements have now been made for the earlier preparation and submission of the audited returns, so that the separate issue of Part II in its old form will no longer be necessary; and, to avoid the presentation of information which is not absolutely accurate and which may, therefore, be misleading, figures for the official year will no longer be supplied, and the review of the Indian railway system will, in future, deal only with the calendar year.

2. Since the commencement of railways in India, over half a century ago, there was, in the year 1900, for the first time a surplus *to the State* of revenue over expenditure amounting to nearly 8½ lakhs of rupees. In estimating the gains and losses, however, it is the practice to charge against *Revenue* not only the expenses incurred in actually working the railways including interest charges on their outlay, but also interest on the capital expenditure on lines under construction from which no revenue is obtained, and on the unexpended balances of the capital deposited by Companies, as well as the amount paid yearly, by means of sinking funds and annuities, for the redemption of the commuted capital of the railways which have been purchased by the State.

Financial results to the State.

3. The results for the last three calendar years calculated on this basis are shown in the following table:

	1898.	1899.	1900.
REVENUE.	Rs.	Rs.	Rs.
<i>State railways</i> —Gross traffic earnings . . . . .	19,37,90,458	20,68,82,768	24,01,24,915
<i>Guaranteed companies</i> —Gross traffic earnings . . . . .	6,09,89,991	6,33,60,199	4,79,09,158
<i>Subsidised</i> " Repayment of advances of interest . . . . .	4,27,489	4,23,202	3,23,046
Total revenue . . . . .	25,52,07,938	27,06,66,169	28,83,57,119
CHARGES AGAINST REVENUE.			
<i>State railways</i> —Working expenses . . . . .	9,41,37,018	10,13,16,951	11,87,97,703
" Interest at 4* per cent on total capital outlay in India and on debentures discharged . . . . .	4,08,80,123	4,22,63,678	4,39,11,915
" Interest on debt incurred in, or created for, the purchase of railways . . . . .	85,31,948	83,83,740	98,22,152
" Annuities in purchase of railways . . . . .	3,06,36,186	2,94,07,445	3,58,19,866
" Interest chargeable against companies on advances . . . . .	33,60,169	33,77,277	58,89,317
" Interest on capital deposited by companies . . . . .	52,56,747	56,48,174	59,72,073
<i>Guaranteed companies</i> —Working expenses . . . . .	1,26,32,396	1,28,12,593	1,40,08,809
" Surplus profits, etc. . . . .	3,23,83,048	3,29,97,754	2,47,72,576
" Land and supervision . . . . .	37,47,375	43,44,230	30,16,780
" Interest . . . . .	2,98,114	7,26,013	2,68,754
<i>Subsidised</i> " Land and subsidy . . . . .	3,33,47,776	3,27,70,756	2,39,25,665
Miscellaneous railway expenditure . . . . .	11,03,312	7,07,206	3,93,107
" . . . . .	56,937	5,16,639	8,86,011
Total charges against Revenue . . . . .	26,63,71,152	27,52,72,456	28,74,84,728
Net loss—(or Gain +) . . . . .	-1,11,63,214	-46,06,287	+ 8,72,391

\* 3½ per cent. on capital outlay on the East Indian railway from 1st July 1895, and 4½ per cent. on the loan of one crore from His Highness the Maharaja Holkar for the Holkar railway.

## Railways opened.

If the item of payment in redemption of capital is omitted from the Railway Revenue Account, the result would be—

a net loss in 1898 of Rs. 78,03,045,  
 " " in 1899 of " 12,29,010,  
 and a net gain in 1900 of " 67,61,708.

4. These results were coincident with an increase in the open mileage of 898 miles in 1898, 1,484 miles in 1899 and 1,237 miles in 1900, or a total addition to the railway system in the last three calendar years of 3,619 miles.

5. The expenditure side of the account is further heavily weighted by the terms of the contracts of the guaranteed railways. Under these contracts payment of interest has to be made at a higher rate than is now necessary, and the calculation of the surplus profits has to be made at 22 pence to the rupee while the current rate of exchange is nearer 16 pence. Until these contracts terminate, the State is unable to obtain any advantage from cheaper money, or from the improved credit of the country, or from a favourable exchange.

6. The contracts of the remaining guaranteed railways, *vis.*, the Bombay, Baroda and Central India and the Madras railways are terminable on the 31st December 1905 and 1907, respectively. The Great Indian Peninsula railway contract expired on the 30th June 1900.

### Railways opened.

Railways opened.  
 App. 1, 2 and 3.

7. During the year under review 1,237 miles were added to the railway system of India, bringing the total mileage open at the close of the year up to 24,707 miles. Between the 1st of January and the 30th April 1901, 418 miles more were added, making the mileage open on the 1st of May 1901, 25,125 miles, of which 14,001 were on the 5' 6" gauge, 10,378 on the metre or 3' 3½" gauge and 746 on narrower gauges.

8. The principal railways opened were—

- (a) The Bengal-Nágpur railway on the 5' 6" gauge through to Howrah, giving direct communication by the East Coast route between Howrah and Madras and Southern India and between Howrah and Bombay.
- (b) The Moradabad-Ghaziabad railway on the 5' 6" gauge, giving the Oudh and Rohilkhand railway direct access to the important trade centre of Delhi.
- (c) The Hyderabad-Gódávari Valley railway on the 3' 3½" gauge, giving a more direct line between the Nizam's dominions and Central and Northern India.
- (d) The metre gauge line connecting up Sind with Rajputana giving direct communication between these Provinces.

It is not generally possible to form any idea of the prospects of a railway proving financially successful from the business done during the first year that it is open. It is, therefore, satisfactory to notice that the Hardwar-Dehra branch (Appendix 30), in the first 10 months of its existence, earned more than enough to cover its working expenses and guaranteed interest.

Tramways.  
 App. 2 and 3.

9. In addition to the railway mileage given in the preceding paragraphs, there are 78·44 miles of steam tramways running outside Municipal limits.

Yearly additions to mileage.  
 App. 4.

10. The additions made, year by year from the date of opening, to the mileage under each railway administration, and during the Viceroyalty of each Governor General, are presented in Appendix 4. With the exception of 1889, when 1,326 miles of railway were opened during the administration of the Marquis of Lansdowne, more mileage was opened in the past two years than in any previous period, the figures being 1,484 in 1899 and 1,237 in 1900.

Mileage to be constructed.  
 App. 5.

11. Sanction was given during the year 1900 to the construction of the following railways, 167·13 miles in length, making up a total of 2,228 miles sanctioned and still to be constructed:

	Miles.
Mutupet to Arantangi . . . . .	51·01 on the 3' 3½" gauge.
Khusálgarh-Kohat-Thal . . . . .	88·12 " " 2' 6" "
Barsi town to Fadwala . . . . .	28·00 " " 2' 6" "
<b>Total</b>	<b>167·13</b>



12. No new railways were sanctioned for construction under the "Branch line terms" resolution of 1896, but negotiations in regard to the following have been practically concluded :

	Miles.
Kurnool Road-Kurnool . . . .	32
Bezwada-Masulipatam . . . .	50
Amritsar-Tarn Taran-Patti . . . .	30
Sabarmati-Dholka . . . .	33
Raichur-Wondalli . . . .	43
Láksám-Noakhali-Ichakhali . . . .	39*

Proposals for the construction of the following lines are also under consideration :

	Miles.
Tilagáon-Sylhet . . . .	39
Akhaura-Bhairab Bazar . . . .	19
Fatehpur-Markundi . . . .	61

The terms (*vis.*, the "Branch line terms" of 1896) originally agreed upon for the Amritsar-Tarn Taran-Patti and Sabarmati-Dholka branches have been modified to admit of rebate up to 10 per cent. of the gross earnings of the main line from Branch traffic, and interest during construction at 4 per cent. instead of  $3\frac{1}{2}$ . The concession for the Raichur-Wondalli railway is also on these terms.

#### Railways surveyed.

13. Surveys were made for the following railways during the year 1900:

Railways  
surveyed.

- (a) *East Indian railway*.—A line 119 miles long (5' 6" gauge) connecting Gya on the South Behar branch with Dhanbaid on the Jherriah Coal branch.
- (b) *Eastern Bengal State railway*.—Preliminary surveys of lines (1) from Dacca to the bank of the Pudda opposite Goalundo, 45 miles; (2) from Mymensingh to Netrokona, 23 miles, with a branch to Gouripur,  $8\frac{1}{2}$  miles, and an extension to Baraari, on the Kunks river, 5 miles, total  $38\frac{1}{2}$  miles; (3) from Singhjani station on the Mymensingh-Jamálpur-Jagannathganj extension to Sherpur, 9 miles; and a reconnaissance from Sherpur to Nahatabari, 16 miles; all on the  $3' 3\frac{3}{8}"$  gauge.

Also for a line,  $44\frac{1}{2}$  miles long ( $3' 3\frac{3}{8}"$  gauge), between the Brahma-putra-Sultanpur branch railway and the Assam branch of the Eastern, Bengal State railway, the junctions being at Bonarpara station on the former and Kaunia station on the latter.

- (c) *Assam-Bengal railway*.—A branch line from Láksám to Noakhali, 34 miles long ( $3' 3\frac{3}{8}"$  gauge).
- (d) *Oudh and Rohilkhand State railway*.—Surveys for a 2-foot gauge railway between Dehra Dun and Mussooree.
- (e) *North Western State railway*.—Jech Doab railway survey (5' 6" gauge) from Malakwál to Kerana, 50 miles; also reconnaissance of the probable route from Kerana to Chiniot Road station, 45 miles, with an alternative to Toba Tek Singh, 84 miles, and of branches to serve the south west corner of the Jech Doab.

Also for a light electric railway (2' 6" gauge) from Jammu to Srinagar (Kashmir), 180 miles.

- (f) *Great Indian Peninsula railway*.—A line, 32 miles long (5' 6" gauge) from Lákh to Sangamner, Dhond-Manmád section.
- (g) *Bombay, Baroda and Central India railway*.—Preliminary surveys of lines (1) from Bahadurpur to Garda Ford, 8 miles (2' 6" gauge); (2) from Kósambá to Velacha and Zankavao, 26 miles (2' 6" gauge); (3) from Miyágám to Sinor, 20 miles (2' 6" gauge); and (4) from Kelanpur to Saoli, 31 miles (2' 6" gauge).
- (h) *Rajputana-Malwa railway*.—A line, 172 miles long ( $3' 3\frac{3}{8}"$  gauge), from Khandwa Junction on the Great Indian Peninsula and Rajputana-Malwa railways, *via* Akola on the Nágpur branch of the former railway to

\* Negotiations since concluded.

## Traffic and earnings.

Basim. Reconnaissances were also undertaken for a 2' 6" gauge light railway from Khamgaon to Golna 93½ miles, and of the Deesa-Tharad Radhanpur railway, 85 miles long (3' 3¾" gauge), with a view to providing famine relief work and investigating a connection with Sind, north of the Runn of Cutch;

A line of railway, 30½ miles long, from Sri-Madhupur station on the proposed Rewari-Phulera chord to Sikar (3' 3¾" gauge);

A line, 25 miles, from Manúnd Road station on the Gaekwar's Mehsána railway, *viâ* Chausama, to Bechraji Mota (3' 3¾" gauge).

(i) *Kathiawar railways*.—A preliminary survey of the Dhrángadrá-Malia railway, 50 miles (3' 3¾" gauge).

(j) *Madras railway*.—Preliminary surveys on the 2' 6" gauge of (1) the Tirupattur-Krishnagiri railway, 26 miles; (2) the Yerragudipad-Jammalamadugu railway, 24 miles; and (3) the Morappur-Dharmapuri railway, 18 miles; also a reconnaissance survey for the proposed Azhikal (Baliapattam)-Mangalore railway, 78 miles, on the 5' 6" gauge.

(k) *Southern Mahratta railway*.—A line from Bagalkot to Hungund, 31 miles long (3' 3¾" gauge).

Reconnaissances have also been run between Arsikere and Mangalore, 135 miles, and between Mysore and Tellicherry, 140 miles, for 3' 3¾" and 2' 6" gauge lines, respectively.

(l) *Burma railways*.—A project for a bridge with approaches over the Irrawaddy at Sagaing and for the Henzada-Kyaugin extension, 66 miles long.

Earnings per mile  
per week.  
App. 6.

14. For the benefit of railway promoters, information has been furnished in Appendix 6 to show the gross earnings per mile per week of each railway from the date of opening and the proportion of the working expenses to the gross earnings.

The same table shows the extent to which the older administrations have been expanding by the process of consolidating and amalgamating the smaller lines.

## Traffic and Earnings.

Traffic earnings.  
App. 8 and 9.

15. The following statement shows the volume of the traffic carried and the earnings therefrom during the past five years:

YEAR.	COACHING TRAFFIC.			Earnings from other coaching traffic in thousands of rupees.	GOODS TRAFFIC.			Electric telegraph (in thousands of rupees).	Steam-boat and sundries (in thousands of rupees).	Total traffic earnings (in thousands of rupees).
	Number of passengers.	Earnings in thousands of rupees.	Average distance travelled in miles.		Tons.	Earnings in thousands of rupees.	Average distance carried in miles.			
1896	159,508,945	8,22,07	39'98	98,19	32,471,335	15,41,74	141'32	7,69	66,45	25,36,14
1897	149,679,828	7,62,13	39'22	1,23,97	33,698,617	15,88,99	142'85	8,11	77,02	25,60,22
1898	151,125,022	7,58,64	38'53	1,10,32	36,350,900	17,88,64	162'12	7,51	80,50	27,45,61
1899	161,295,353	8,09,32	38'48	1,13,26	40,598,520	19,23,74	152'92	8,72	86,30	29,41,34
1900	174,824,483	8,95,08	40'09	1,31,36	43,615,289	20,40,95	153'57	7,93	84,35	31,59,67

16. The large increase in the number of passengers carried was due partly to the migrations caused by plague and famine and partly to a natural development of the traffic and the opening of new lines of railway. The increase in the quantity of goods carried was due to the famine which prevailed in the Bombay Presidency, Rajputana, Central India, the Central Provinces and Southern Punjab; to a development of the coal traffic to Calcutta; and to the opening of new railways.

17. The area affected by famine covered 400,000 square miles, or roughly the whole country between the 14th and 30th parallels of north latitude and the 68th and 85th degrees of north longitude. Relief could consequently only be obtained from long distances.

# Passenger traffic.

18. This will be more readily seen from the figures in Appendix 10, which show the exports from and imports into the several provinces and ports. Both Bengal and Madras exported food-stuffs to Guzerat and Sind, which would have been absolutely impossible but for railways. The statement also shows how the demand automatically adjusted the exports out of India of the principal edible grains, and how India was not only able to meet all her own wants without outside assistance, but to export food-grains to other countries.

19. The increase in the revenue from railways, therefore, bears eloquent testimony to the fact that railways helped to a very considerable extent in combating the famine, in alleviating suffering, and in reducing loss of life from starvation.

## Passenger traffic.

20. Turning to the details of traffic the following table shows the number of passengers of each class carried, the earnings therefrom, and the average rate charged each passenger:

CALENDAR YEAR.	NUMBER CARRIED IN THOUSANDS.				EARNINGS IN THOUSANDS OF RUPEES.				AVERAGE RATE CHARGED PER PASSENGER IN PIES.			
	1st	2nd	Inter.	3rd	1st	2nd	Inter.	3rd	1st	2nd	Inter.	3rd
1896	614	3,600	5,501	149,794	30,49	45,17	55,52	6,90,89	12'61	5'03	3'09	2'26
1897	602	3,500	5,007	140,570	29,61	44,90	49,78	6,37,84	12'28	4'87	3'10	2'27
1898	745	3,715	5,223	141,442	31,63	46,39	49,78	6,30,84	12'40	4'93	3'13	2'29
1899	666	3,948	5,406	151,276	31,02	48,31	52,33	6,76,76	12'59	5'32	3'07	2'30
1900	655	3,856	5,913	164,400	32,18	48,54	56,36	7,58,00	12'59	5'49	3'11	2'31

21. The increase during 1900 as compared with 1899 in earnings of Rs. 26,000 under 1st class, and of Rs. 23,000 under 2nd class, while at the same time there was a decrease in numbers carried of 11,000 under 1st class and 92,000 under 2nd class is very remarkable, more especially when it is remembered that there were 1,237 miles of new line opened during the year. The increase in earnings is partly due to the increase in open mileage, but chiefly to a development of long distance traffic. The decrease in numbers was partly due to the large falling off in the troop traffic during the past year, but is chiefly ascribable to the operation of the same causes which have led to the filling of the lower class carriages on English railways at the expense of the higher. With the improved accommodation now provided in the lower class carriages in India on the one hand and the provision of fast through trains on the other, many passengers who have been in the habit of travelling 1st and 2nd class, now travel 2nd and intermediate class respectively, the difference in charges between the classes not being held to be sufficiently compensated for by the difference in comfort. These conclusions would seem to receive support from the large increase during the past year under intermediate class of 507,000 in numbers and of Rs. 4,03,000 in earnings.

22. As usual, the principal increase both in numbers and amount is under third class passengers, over 13 million more passengers having been carried and the earnings having increased by over 81½ lakhs of rupees. This traffic has been steadily developing and now amounts to the large number of over 164 million passengers, yielding to railways a revenue of 758 lakhs of rupees.

23. The total number of all classes carried amounted to over 174 millions, and the earnings therefrom to nearly 900 lakhs of rupees.

## Goods traffic.

It has not been possible in this year's report to give separately the number of season-ticket holders and the amount they contribute to the revenue. The tickets are used almost exclusively in the neighbourhood of the presidency towns, where the difficulty of finding house accommodation is becoming greater every day and is compelling large numbers of all classes to find residences in the suburbs.

### Goods traffic.

Goods traffic.  
App. 8, 13, 14  
and 44.

24. The following table shows the quantity of goods of each class carried and the earnings therefrom :

CALENDAR YEAR.	QUANTITY CARRIED IN THOUSANDS OF TONS.					EARNINGS IN THOUSANDS OF RUPEES.				
	General merchandise.	Coal. †	Military stores.	Railway materials for construction.	Total. *	General merchandise.	Coal. †	Military stores.	Railway materials for construction.	Total. *
1896 . .	19,791	5,959	60	2,307	32,471	12,96,61	1,66,14	12,57	16,99	15,41,74
1897 . .	20,191	6,791	116	2,676	33,699	13,15,53	1,77,42	23,69	19,72	15,88,99
1898 . .	21,816	7,648	132	2,776	36,351	14,89,31	2,08,88	21,20	19,86	17,88,64
1899 . .	24,680	8,111	59	3,213	40,599	16,12,81	2,21,64	13,07	23,44	19,23,74
1900 . .	26,309	9,517	58	2,435	43,615	16,92,23	2,57,39	13,79	18,27	20,40,95

25. The increase of gross tonnage in 1900 over 1899 was 7·43 per cent., while the increase of gross earnings was only 6·09 per cent. The principal increase was under general merchandise, and, as will presently be shown, was contributed to most largely by food-stuffs moved long distances in consequence of famine. On the other hand, there was a large fall in the cotton traffic. The increase in the grain traffic more than counter balanced the decrease in cotton ; but the rates obtained for the carriage of the former were much lower, and consequently the increase in earnings was not proportionate to the increase in volume.

Principal commodities.  
App. 15 and 16.

26. The increase under coal marks the great impetus which has been given to the production of coal in India by the enhancement of prices in England. Many railways now find it more profitable to use Indian coal and the demand for Indian in preference to English coal both by railways and by vessels plying in Indian waters is daily increasing. This is borne out by the figures in Appendix 26, which show (comparing 1896 with 1900) that while the quantity of Indian coal consumed by railways increased from 1,182,051 tons to 1,855,610 tons, and the quantity of Indian coal exported increased from 136,719 tons to 541,445 tons, the importations of foreign coal dropped from 397,092 tons to 83,236 tons. The production of coal during the same period increased from 3,683,698 tons to 6,095,428 tons. The duty lately imposed on coal exported from England will probably tend further to reduce the consumption of English coal in India and to increase the demand for Indian coal.

The increase under Military stores is due to the campaigns in South Africa and China.

Military stores (App. 13).

The decrease under Railway material is due to the smaller number of railways sanctioned for construction in 1900.

Railway material (App. 15).

The traffic in general merchandise shows the general effects of famine. The movement of food-grains, gunny-bags, fodder and hides largely increased, while the movement of cotton fell, since the area affected by famine contained the best cotton districts in India.

General merchandise (App. 15).

\* Includes all other items not detailed.

† Includes both coal for the public and coal for foreign railways and the home line.

# Train-mileage.

The traffic in, and the earnings from, these articles compare as follows :

		Quantity in tons.	Earnings in rupees.
Grain and pulse . . . . .	1899	8,268,466	5,05,61,381
	1900	10,292,862	6,43,50,091
	Increase	2,024,396	1,37,88,710
Gunny-bags . . . . .	1899	226,624	19,45,382
	1900	583,802	21,13,416
	Increase	357,178	1,68,034
Fodder . . . . .	1899	266,642	11,60,270
	1900	821,943	32,16,675
	Increase	555,301	20,56,405
Hides and skins . . . . .	1899	239,949	29,83,894
	1900	315,886	39,06,933
	Increase	75,937	9,23,039
Cotton, raw . . . . .	1899	851,120	1,15,55,137
	1900	461,973	62,36,025
	Decrease	389,147	53,19,112

Other items of traffic which show marked improvement are kerosine oil and tanning barks, which compare as follows :

Kerosine oil.  
Tanning barks.

Kerosine oil . . . . .	1899	333,877	24,07,272
	1900	383,453	27,92,551
	Increase	49,576	3,85,279
Tanning barks . . . . .	1899	3,261	24,224
	1900	99,887	3,18,879
	Increase	96,626	4,94,655

## Train-mileage.

27. The following table shows the train, vehicle and ton-mileage travelled by coaching and goods traffic :

Train, vehicle & ton-mileage.  
App. 8, 17 and 18.

CALENDAR YEAR.	TRAIN-MILEAGE.			VEHICLE-MILEAGE.			TON-MILEAGE.		
	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.
1896	28,240,082	37,137,272	65,377,354	552,823	1,072,360	1,625,183	9,190,382	17,926,982	27,117,364
1897	32,191,978	37,311,492	69,503,470	588,040	1,154,654	1,742,694	9,545,764	18,538,737	28,084,501
1898	30,425,592	42,098,361	72,523,953	593,250	1,305,381	1,898,631	9,585,215	21,978,942	31,564,158
1899	31,428,498	45,865,931	77,294,429	618,695	1,379,951	1,998,646	10,093,709	23,560,342	33,654,051
1900	34,328,845	49,729,419	84,058,264	635,349	1,453,273	2,108,622	10,797,283	25,110,150	35,907,433

28. The increase under all heads is explained by the increase in traffic already referred to, but while the number of passengers increased in 1900 over 1899 by 8·39 per cent., the train-mileage increased by 9·23 and the coaching earnings by 11·26, bearing out what has already been said that the principal development would appear to be taking place in the long distance traffic. In the case of goods traffic, while the tonnage increased in 1900 over 1899 by 7·43 per cent. and the train-mileage increased by 8·42 per cent., the earnings only increased by 6·09 per cent. This has already been explained to be due to the long distances the low freight traffic in grain was carried.

# Working expenses.

Earnings per mile open and per train-mile.  
App. 8, 19 and 20.

29. These conclusions are further supported by the earnings per mile open and per train-mile which are shown in the following table :

CALENDAR YEAR.	PER MILE OPEN.			PER TRAIN-MILE.
	Gross earnings in rupees.			Gross earnings in rupees.
	Coaching.	Goods.	Total.	
1896 .	4,554	7,629	12,750	3·85
1897 .	4,205	7,541	12,382	3·66
1898 .	3,951	8,132	12,719	3·76
1899 .	3,930	8,195	12,800	3·78
1900 .	4,154	8,261	13,025	3·74

## Working expenses.

Working expenses.  
App. 8, 21, 22, 23, 24 and 45.

30. The working expenditure on railways is shown in the following table :

Calendar year.	Working expenses in thousands of rupees.	Proportion per cent. of working expenses to gross earnings.	Working expenses per mile worked in rupees.	Working expenses per train-mile in rupees.
1896 .	12,13,84	47·86	6,080	1·84
1897 .	12,48,16	48·75	6,019	1·78
1898 .	13,03,24	47·47	6,022	1·78
1899 .	13,96,66	47·48	6,038	1·79
1900 .	15,09,95	47·79	6,205	1·78

31. The steady increase in the total expenditure during the past three years is partly explained by the large increase in mileage opened and partly by the development of traffic. But the increase in expenditure per mile open points to other causes as contributing to the rise. These may be stated to be an enhancement in the rates of wages, and a large rise in the price of materials. On the other hand, the small increase in the proportion of expenditure to gross earnings and the fall in the expenditure per train-mile, point to railways having been more economically worked.

Another factor which contributed to the increase in working expenses during the year under review was the damage caused by floods. The rainfall during the monsoons was unusually heavy and much damage was done by breaches and the washing away of bridges, etc., as will be seen from the particulars in paragraph 60 of this report.

32. With the length of railways varying and a fluctuating traffic it is not easy to formulate in a statement the extent to which wages are increasing. The tendency for

\* Includes all other traffic earnings except steam-boat.

# Working expenses.

wages to advance is, however, well marked. This is partly due to the higher standard of efficiency required to deal satisfactorily with the great development of traffic which is taking place and partly to the large demand there is for skilled labour among the numerous mills and other industries which are being established in every large centre.

The prices of materials which represent large items in the working expenses of railways can be more definitely stated, and those of iron and steel in Europe during the past five years compare as follows :

Calendar year.	IRON.								STEEL.			
	BAR.		PIG.		PLATE.		SHEET.		MILD BAR.		RAILS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	Ton.	Ton.	Ton.	Ton.	Ton.	Ton.	Ton.	Ton.	Ton.	Ton.	Ton.	Ton.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1896	8 5 0	6 5 0	2 11 6	2 9 0	7 5 0	5 15 0	8 15 0	7 5 0	8 10 0	5 17 0	4 13 9	4 7 6
1897	8 7 6	6 7 6	2 11 9	2 8 3	6 10 0	6 10 0	8 10 0	7 10 0	7 0 0	5 9 3	4 17 6	4 5 0
1898	8 5 0	6 10 0	2 12 6	2 12 6	9 0 0	6 11 3	10 0 0	7 7 6	7 7 6	5 7 6	5 5 0	4 7 6
1899	10 10 0	8 0 0	3 19 0	3 16 0	11 0 0	9 0 0	12 0 0	9 10 0	10 5 0	6 15 0	7 2 6	4 18 0
1900	10 15 0	10 10 0	3 16 6	3 16 6	12 0 0	11 10 0	12 17 6	11 4 0	12 5 0	7 17 6	7 10 0	6 0 0
Difference between 1896 and 1900.	+2 10 0	+4 5 0	+1 5 6	+1 7 6	+5 5 0	+5 15 0	+4 2 6	+3 19 0	+3 15 0	+2 0 6	+2 16 3	+1 12 6
Increase per cent.	20'3	68'0	49'5	56'0	73'4	100'0	47'0	54'4	44'0	34'5	60'0	37'0

To counteract an enhancement so great as has taken place, a close supervision over expenditure was called for, a call which, as has already been shown, has been well responded to.

33. Coal, which plays an important part in the cost of working a railway, judging from the figures furnished by railways and presented in Appendix 25, does not appear to have contributed very largely to the increase in expenditure in proportion to the work done. Indian coal is fast displacing foreign coal on Indian railways as will be seen from the following figures :

Coal.  
App. 25 and 26.

Calendar year.	Foreign coal consumed by railways.	Indian coal consumed by railways.
	Tons.	Tons.
1896 .	108,442	1,182,051
1897 .	49,779	1,332,043
1898 .	39,004	1,422,103
1899 .	82,446	1,557,000
1900 .	54,339	1,855,610

34. The East Indian and the North Western railways have collieries of their own. Those of the North Western railway do not produce much coal, but the East Indian railway obtain all their coal from their own colliery, and it is due to this fortunate circumstance that their coal costs them so little and that they are able to keep their working expenses at so low a percentage of their gross earnings. Collieries owned by railways or the State.  
App. 27.

# Net earnings.

35. The working expenses in the different departments of railways treated as one system are shown in the following table\*:

CAL- ENDAR YEARS	ENGINEERING.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAFFIC.			GENERAL.		
	Per cent. on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per mile open.	Per train-mile.
		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.
1896.	12'48	1,567	0'48	15'92	1,997	0'62	4'30	541	0'17	7'97	1,000	0'31	5'06	635	0'20
1897.	12'67	1,540	0'47	15'83	1,924	0'58	4'49	546	0'17	8'24	1,001	0'30	5'21	632	0'19
1898.	11'48	1,433	0'44	15'67	1,955	0'59	4'87	608	0'18	8'05	1,004	0'30	4'98	621	0'19
1899.	11'66	1,461	0'44	16'05	2,011	0'61	4'56	572	0'17	7'89	988	0'30	4'85	607	0'19
1900.	11'47	1,466	0'43	16'69	2,134	0'63	4'43	566	0'17	7'95	1,016	0'30	4'69	598	0'18

36. These results are not unsatisfactory, but the results for individual railways as presented in Appendices 18, 22, 23 and 24 and in Appendices 28 and 29, which show the proportion of freight to the dead weight moved and the capacity hauled, seem to require consideration. Any comparison between different railways must necessarily be made with great caution, as the conditions on no two railways are quite the same. A judgment of results by averages is equally misleading, as the same conditions do not obtain throughout the year. Railways are undoubtedly suffering from a rise in the price of materials and to some extent from an increase in wages, but these items will not altogether explain some of the questions which must suggest themselves on a study of these statements. While it is evident that economy in working has been studied, there would seem to be room for further examination by railways of their expenditure account and of their system of working.

## Net earnings.

Net earnings.  
App. 8 and 9.

37. Turning now to the net earnings, and treating all the railways as one undertaking, the following table shows what the net earnings were, and what return they would have given on the capital expenditure under normal conditions:

Calendar Year.	Net earnings in thousands of rupees.	Percentage of net earnings on capital outlay.	NET EARNINGS IN RUPEES.	
			Per mile open.	Per train-mile.
1896. . .	13,22,30	4'92	6,670	2'01
1897. . .	13,12,06	4'65	6,363	1'88
1898. . .	14,42,37	4'92	6,597	1'98
1899. . .	15,44,68	4'99	6,762	1'99
1900. . .	16,49,72	4'99	6,820	1'96

Gain or loss to State.  
App. 30.

38. The conditions on Indian railways are not, however, normal, as was explained in paragraphs 2 and 5, and while some railways are in a flourishing condition, others, in consequence of the terms of the contract under which they are worked, do not cover their guaranteed interest. The working of the year 1900 resulted nevertheless, as was shown in paragraph 3, for the first time in the history of the Indian railway system, in a net gain to the State of Rs. 8,72,391.

39. Recapitulated, the results show an increase in 1900 over 1899 in—

Mileage open of . . . . .	5'25 per cent.
Coaching traffic—	
Passengers, number of— . . . . .	8'39 „
Train-mileage . . . . .	9'23 „
Gross earnings . . . . .	11'26 „

\* The totals are shown in paragraph 30.



## Goods traffic—

Tonnage . . . . .	7.43 per cent.
Train-mileage . . . . .	8.42 "
Gross earnings . . . . .	6.09 "
Working expenses . . . . .	8.11 "
Net earnings . . . . .	6.80 "

*Capital.*

40. The total expenditure borne against capital, both on railways open and rail-ways under construction, to the close of the calendar year 1900 was as follows:

Capital outlay.  
App. 30.

	MILEAGE.			CAPITAL OUTLAY. Rs.
	Open.	Under construction.	Total.	
Guaranteed railways . . . . .	2,853.26*	59.75	1,365.07*	67,09,58,145*
State lines worked by companies	10,787.38	911.76	13,247.08	1,39,55,06,127
State lines worked by the State	5,858.74	204.61	6,063.35	89,11,51,975
Assisted Companies . . . . .	2,266.93	50.56	2,317.49	16,73,35,501
Native state lines . . . . .	2,866.81	159.74	3,026.55	16,09,04,092
Lines in Foreign territory . . . . .	73.61	...	73.61	1,76,27,520
<b>TOTAL OPEN LINES AND LINES PARTLY OPEN . . . . .</b>	<b>24,706.73</b>	<b>1,386.42†</b>	<b>26,093.15†</b>	<b>3,30,34,83,360</b>
Railways wholly under construction . . . . .	...	382.35	382.35	89,13,365
<b>GRAND TOTAL OUTLAY ON RAILWAYS . . . . .</b>	<b>24,706.73</b>	<b>1,768.77†</b>	<b>26,475.50†</b>	<b>3,31,23,96,725</b>
Unclassified expenditure, including surveys and collieries . . . . .	...	...	...	1,51,14,112
<b>GRAND TOTAL CAPITAL OUTLAY IN INDIA . . . . .</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>3,32,75,10,837</b>

The figures for State railways do not include indirect charges, *i.e.*, leave and pension allowances and capitalized value of abatement of land revenue.

41. The total sterling capital raised by companies and paid over to the Secretary of State up to the close of the calendar year 1900, and the amount subsequently withdrawn for expenditure by companies during and up to the close of the calendar year 1900 were as follows:

Sterling capital.  
App. 31.

	Amount raised up to 31st December 1900. £	Amount withdrawn in 1900. £	Amount withdrawn up to 31st December 1900. £
Guaranteed railways . . . . .	21,933,819	271,536	21,823,404
State lines leased to Companies . . . . .	30,662,960	1,843,487	34,439,995
<b>TOTAL £ . . . . .</b>	<b>52,596,779</b>	<b>2,115,023</b>	<b>56,263,399</b>

42. Every year, about the 15th of December, application is made by the several railways, for the financing of which the State is responsible, for an allotment of funds for capital expenditure during the ensuing official year. The available funds are distributed between these railways at the commencement of each official year; and later in the year this allotment is revised, if more money is available than was at first anticipated, or if it has been found necessary to stop or reduce expenditure on one railway to meet the more urgent demands of another. An examination of Appendix 32 will show the amount of these allotments, the amount actually spent on Capital account each year, and the extent to which the forecast has been upset by the withdrawals of grants and the curtailment of expenditure due to the necessities of the State arising out of famine, war, etc., and also to the demands of some of the railways being too urgent to be postponed.

Budget allotments for capital expenditure.  
App. 32.

43. The total budget allotment for the year 1899-1900 was originally Rs. 8,93,41,000, but was subsequently increased to Rs. 9,42,33,000; and for the year 1900-01 was Rs. 7,43,74,000, subsequently raised to Rs. 8,35,84,000. These increases were due to the transfer of troops from India to South Africa and China which released funds allotted for military expenditure and made them available for the Public Works Department.

\* These figures include for this year the Great Indian Peninsula, Dhond-Manmad and Wardha Coal railways.

† Excludes 459 miles on which work has not commenced.

44. The actual capital expenditure during the calendar year 1900 on railways for the financing of which the State is responsible amounted to Rs. 7,58,36,879.\* The gross capital outlay on all railways in India during the same period, however, amounted to Rs. 9,42,79,927. The amount was spent in the construction of 3,006 miles of railway, 1,237 of which were completed and opened for traffic during the year, and in providing additional rolling-stock and other facilities for carrying the growing traffic of the several railways. A reference to paragraph 52 will show that 155 engines, 539 passenger vehicles and 3,392 wagons were put into use during the year under review, the East Indian railway receiving 61 engines, 64 passenger vehicles and 1,262 wagons.

45. For the official year 1901-02 provision has been made in the railway programme for capital expenditure on railways as follows :

	Rs.
For expenditure on open lines . . . . .	4,59,97,000
" " " lines under construction . . . . .	4,59,47,000
" " " new lines only recently commenced . . . . .	1,13,00,000
TOTAL . . . . .	10,32,44,000

In framing this programme, the principle which has been followed is that the amount required to meet the needs of open lines, so far as they can be foreseen, has been regarded as a first charge upon the money available for railway purposes, and every effort has been made to provide in full for all demands arising out of the development of existing traffic ; next in order, provision has been made for the steady prosecution and early completion of lines in progress, preference under this head being given to Companies' lines over those under construction by the agency of the State ; and, lastly, provision has been made for new projects which depend on the ability of the State to find money to complete them without financial embarrassment to the Government.

With the larger grant, which it has thus been possible to make, the older lines, whose development has been hampered for want of funds, will be able to provide themselves with much needed rolling-stock and other requirements necessary for their satisfactory and profitable working.

Outlay under  
heads of account.  
App. 33.

46. The capital outlay under the several heads of expenditure on railways, both open and still under construction, up to the close of the calendar year 1900, is presented in Appendix 33.

Summary.

General results.  
App. 8 and 30.

47. Summarised, the general results of working Indian railways during the year 1900 were as follows :

Calendar year.	Mileage open on 31st December.	Gross earnings. †	Working expenses. †	Net earnings †	Per cent. of net earnings on outlay.	Pro : per cent. of expenses to gross earnings.	PER MILE WORKED. (IN RUPEES.)			PER TRAIN MILE. (IN RUPEES.)			Gain or loss to State. †
							Gross earnings.	Working expenses.	Net earnings.	Gross earnings.	Working expenses.	Net earnings.	
1896 .	20,209	25,36,14	12,13,84	13,22,30	4'92	47'86	12,750	6,080	6,670	3'85	1'84	2'01	-2,58,92
1897 .	21,070	25,60,22	12,48,16	13,12,06	4'65	48'75	12,382	6,019	6,363	3'66	1'78	1'88	-2,16,25
1898 .	21,995	27,45,61	13,03,24	14,42,37	4'92	47'47	12,719	6,022	6,697	3'76	1'78	1'98	-1,11,63
1899 .	23,473	29,41,34	13,96,66	15,44,68	4'90	47'48	12,800	6,038	6,762	3'78	1'79	1'99	-46,06
1900 .	24,707	31,59,67	15,02,95	16,49,72	4'99	47'79	13,025	6,205	6,820	3'74	1'78	1'96	+8,72

48. The main features of this statement are a large increase of mileage opened and of revenue, and for the first time a large profit to the State.

The prospects of the progress here shown continuing during the year 1901 are good, and there is every reason to anticipate that the railways of India will in future contribute largely and in an increasing amount to the revenues of the country.

\* Includes the Guaranteed railways ; but excludes Agra-Delhi chord line which is shown under "Unclassified Expenditure," and the premium, etc., paid for the purchase of the Great Indian Peninsula railway.

† In thousands of rupees.

## PART II.

### MISCELLANEOUS.

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49. The chief events of the year 1900 are recorded below :

Chief events of  
the year.

On the 1st January, the Tanjore District Board having purchased the Government share of the Májavaram-Mutupet railway became the sole owner of that line.

On the 1st January, the maintenance of the Narwana-Kaithal branch of the Southern Punjab railway was taken over by the North Western State railway.

On the 1st April, the Hyderabad-Shadipalli railway, which was constructed from Provincial revenues, was taken over as an Imperial line.

The Diamond Harbour-Tamluk steamer service, which had previously been worked by the Eastern Bengal State railway, was transferred to the Calcutta Steam Navigation Company with effect from the 2nd April.

The Great Indian Peninsula railway was purchased by the State on the 1st July 1900, and by Indentures made on the 21st December 1900, between the Secretary of State in Council of India and the Great Indian Peninsula and the Indian Midland Railway Companies, it was agreed that, from the 1st July 1900, the former company should maintain, manage, and work the Great Indian Peninsula and Indian Midland railway systems as one undertaking.

The working of the Powayan Steam tramway was taken over by the Rohilkund and Kumaon Railway Company from the 2nd July.

On the 29th August, Her Majesty's Secretary of State for India authorized the resumption by the State of the Bhátinda-Ferozepore section of the Rajputana-Malwa railway, and accordingly the 5' 6" gauge line from Bhátinda to Ferozepore was taken over from the Bombay, Baroda and Central India Railway Company and incorporated with the North Western State railway with effect from the 1st July.

The working of the East Coast State railway was taken over by the Madras and Bengal-Nágpur Railway Companies, with effect from the 1st January 1901. The Southern section from Washermenpet to Vizagapatam, including the Cocanada branch, was made over to the Madras Railway Company, and the Northern section, extending from Barang to the west distant signal on the old line into Waltair station, including the Puri branch, to the Bengal-Nágpur Railway Company, running powers being granted to the latter company over the Waltair-Vizagapatam section.

The maintenance of the Bezwada extension of the East Coast State railway was from the same date transferred to His Highness the Nizam's Guaranteed State Railways Company.

On the 17th December, agreements between the Mysore Durbar and the Southern Mahratta Railway Company for working the Yesvantpur-Mysore frontier, the Mysore-Nanjangúd and the Birur-Shimoga railways were approved by the Government of India.

The results of the first and second sittings of the travelling Commission, which was constituted in 1899 under the orders of the Government of India, are given in paragraph 8, Chapter I, of the Railway Administration Report, Part I, for 1899-1900. The Commission held its third sitting in the Frere Hall, Kurrachee, from 26th to 29th November 1900, both days inclusive, to receive statements and evidence and consider the point of junction between the North Western (5' 6" gauge) and the Jodhpur (3' 3 $\frac{3}{8}$ " gauge) railway systems. The recommendations of the Commission are that the metre gauge terminus be removed from Shadipalli, on the Hyderabad-Shadipalli railway, to Hyderabad, Sind.

At a meeting of the representatives of the several railways interested, a Claims Arbitration Committee for Northern India was formed and rules for the guidance of the Committee were framed to have effect from the 1st January.

### Important works completed.

The rates for the carriage of parcels and other coaching traffic, and the rules affecting the same, were revised on all railways with effect from the 1st January in accordance with resolutions passed at the Traffic Conference of 1899.

A Traffic Conference of railway delegates assembled at Simla in September, under the orders of the Government of India. The efforts of the Conference were mainly directed towards (a) the revision and confirmation of the regulations drawn up at the Traffic Conference of 1899, (b) consideration of the scale of voting powers, (c) re-consideration of resolution No. 51 of the Traffic Conference of 1899 in regard to the rules for making the Conference Regulations binding on all railways parties to the Conference, and (d) establishment of a yearly Conference with a paid Secretary and office staff.

The principal question connected with the revision of the Conference Regulations of 1899 was the proposal to revert to the principle of payments for the use of foreign railways' vehicles by mileage and demurrage, instead of on a time basis as adopted at the meeting of 1899. The decision of this question has been deferred pending consideration of certain statistics called for. Meanwhile the rate of hire for 3' 3 $\frac{3}{8}$ " gauge goods stock has been equalized with that for the 5' 6" gauge.

As regards (b), the Conference have adopted, with certain modifications, the scale proposed last year by the East Indian railway, while in regard to (c) and (d), the Conference have confirmed the rules drawn up last year and have recommended that a Conference should be held annually, the cost being apportioned between the several railways in direct proportion to their voting powers.

In October, the administrations of the North Western, Oudh and Rohilkhand, East Coast and Great Indian Peninsula State railways were directed to carry, free of charge, consignments of food stuffs and clothing from Messrs. Morgan and Scott of London, for charitable distribution among the famine stricken population of India. The administrations of companies' lines also agreed to carry the consignments free of charge.

### *Important works completed.*

Important works completed.

50. The works of importance completed during the year 1900 are the following :

- (a) *East Indian railway*.—The doubling of the track on the Jherriah branch between miles 143.48 and 147.07. The second line was opened on the 2nd August 1900.

The Sone (Dehri) bridge on the Moghal Sarai-Gya extension, consisting of 93 spans of 100-foot girders, which was opened on the 1st March 1900.

- (b) *Bengal Central railway*.—The construction of the siding from the Dum-Dum Cantonment station to the Small Arms Ammunition Factory, which was completed on the 25th June 1900.

- (c) *Bengal-Nagpur railway*.—The Mahanaddi bridge, consisting of 64 spans of 100-foot girders, which was passed for traffic on the 11th March 1900; the Kuakhai and Kathjori bridges, consisting of 20 and 18 spans, respectively, of 150-foot girders, which were passed for traffic on the April 1900; and the Roopnarain bridge, consisting of 7 spans of 300-foot and 4 spans of 100-foot girders, which was opened on the 24th May 1900.

- (d) *East Coast State railway*.—The doubling of the track between the point of junction and Waltair station, 4.24 miles, which was completed, and the second line opened on the 12th December 1900.

The Havelock bridge over the Gódávári, consisting of 56 spans of 150-foot and 1 span of 40-foot girders, which was opened on the 30th August 1900.

- (e) *North Western State railway*.—The Indus bridge at Kotri, consisting of 5 spans of 350-foot triangulated girders and 1 land span of 100 foot girder, which was opened on the 25th May 1900.
- (f) *Great Indian Peninsula railway*.—The Girna bridge on the Chalisgaon-Dhulia branch, consisting of 13 spans of 100-foot girders, which was opened on the 10th December 1900.
- (g) *Bombay, Baroda and Central India railway*.—The doubling of the line up to Baroda which has been completed with the exception of the portions between Daman Road and Sachin, a distance of 49 miles and between Anklesvar and the block station at the south end of the Nerbudda bridge, 4.15 miles; the protective works of the Nerbudda bridge which are in progress; and extensions of the Parel workshops which are in hand and will shortly be completed.
- (h) *Hyderabad-Godavari Valley railway*.—The Godavari bridge at Basar, consisting of 21 spans of 60-foot girders, which was opened on the 16th May 1900.
- (i) *Burma railways*.—On the Mandalay-Kunlong branch the construction of the Gokteik bridge which was completed in December 1900; the earth-work and bridging in the Gokteik approaches, and the Gokteik tunnels except part of the lining, were also finished.

51. During the year under review 109 stations were fitted with apparatus for interlocking points and signals, but progress in the introduction of automatic instruments for signalling trains between stations was small, only 36 stations having been provided with these instruments. The year 1901 will, however, probably see considerable development in both these directions.

Interlocking and  
block working.  
App. 36.

### Rolling-stock.

52. It has been shown in paragraph 45 that the development of railways has been hampered for want of sufficient rolling-stock. Large allotments of funds have been recently made to permit of the purchase of rolling-stock, and during 1900, 155 engines, 539 passenger carriages, and 3,392 wagons were obtained for 5' 6" and 3' 3 $\frac{3}{8}$ " gauge railways. Of these, the East Indian railway received 61 engines, 64 passenger vehicles and 1,262 wagons. Orders have also been placed for 331 engines, 878 passenger vehicles and 7,352 wagons, of which the large majority (68 engines, 224 passenger vehicles and 2,785 wagons) are intended for the East Indian railway.

Rolling-stock.  
App. 34 and 35.

53. The total outlay on rolling-stock for 5' 6" and 3' 3 $\frac{3}{8}$ " gauge railways amounted at the close of 1900 to Rs. 41,46,68,000, or at the rate of Rs. 16,783 per mile open. The work done by the rolling-stock is shown in Appendix 34. The conditions are so different on each railway that no fair deductions can be drawn from the results obtained; and an examination of this question by averages would be most misleading. On some railways the work is fairly distributed throughout the year: on others the greater part of the traffic is forced into 2 or 3 months of the year; and although the figures presented appear to show that the best use has not been made of the available stock and that some railways have more than they need, in reality several of them, and they the principal ones, are quite unable to meet the demands made upon them during their busy times. This point will be more clearly brought out by a study of items 22, 48, 90 and 109 of Appendix 46.

54. During the year 1900, 214 engines and 739 vehicles were fitted with automatic brakes, making the number so fitted at the close of the same year 1,569 engines and 8,670 vehicles, as against 2,056 engines and 70,325 vehicles not yet fitted. The use of automatic brakes is at present confined to railways with fast passenger trains or running over country with steep gradients.

Automatic brakes.  
App. 37.

55. During the year 1900, 594 vehicles were fitted with Pintsch's gas, making the total number so fitted at close of the year 5,486, as compared with 4,259 unfitted on the railways which light their trains by gas.

Carriages light-  
ed by gas.  
App. 38.

\* Excludes Nilgiri, Bengal Doonars, Dibru-Sadiya and Deoghur railways.

## Accidents.

### Couplings.

56. By degrees all vehicles are being fitted with screw couplings at one if not at both ends.

### Accidents.

### Accidents. App. 39.

57. The accidents which occurred during the calendar year 1900 compare as follows with the preceding 4 years :

CALENDAR YEAR.	PASSENGERS.						SERVANTS.						OTHER PERSONS.										Total all classes.	
	From accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct		Total.		From accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1896 .	24	93	59	191	83	284	6	47	153	273	159	320	26	13	340	127	146	4	9	13	521	157	763	761
1897 .	22	128	57	210	79	338	18	38	212	330	230	368	25	16	520	169	169	9	16	4	730	198	1,039	904
1898 .	6	66	63	188	69	254	23	62	174	309	197	371	26	9	428	139	88	8	11	18	553	174	819	799
1899 .	7	86	60	191	67	277	20	92	182	339	202	431	21	10	445	149	103	6	25	23	594	188	863	896
1900 .	14	76	83	257	97	333	21	92	236	385	257	477	32	17	698	236	164	8	17	35	911	296	1,265	1,106

The large increase in 1900 under "Other persons" was due to famine-stricken people wandering on to the line at night.

### Train accidents.

58. The following were the principal accidents :

On the 4th March, the Bombay-Howrah Postal special train was totally derailed on the Jubbulpore line between Bargarh and Dabhaura stations. One railway servant was killed, and two railway servants and two native postal sorters were more or less severely injured. There were seven first class passengers only in the train, but they escaped with a severe shaking and a few slight bruises.

On the 2nd January, between Hili and Chorkai stations on the Northern Eastern Bengal State railway, section, No. 15 up Assam mail train collided with No. 96 down goods train, owing to carelessness on the part of both station masters. Three railway servants were killed, and six passengers and two railway servants injured. Both the engines were overturned and seriously damaged and fifteen vehicles were derailed and badly damaged.

On the 8th May, a cyclonic storm blew out of the Khargpur station yard sixty wagons towards Madpur, which collided with the mail train about 3 miles from Khargpur station, considerably damaging the rolling-stock. No one was injured.

On the 20th August, owing to breaches on the line between Baripada and Balasore, mileage 125 to 127½, No. 61 down mail train was derailed at bridge No. 207, and nine carriages were completely wrecked. One European and 10 native passengers were killed, and 49 passengers injured.

On the 21st, August a collision occurred at Lucknow station between No. 69 Oudh and Rohilkhand State up goods train and No. 22 down mixed train. A few passengers were slightly, and a railway servant severely, injured, and one railway servant was killed. The engine, tender and four leading vehicles, including a postal van of the mixed train, and eight wagons on the goods train, were derailed and the rolling-stock was considerably damaged.

**Flood damages.**

On the 10th March, two third class carriages, and a second class carriage, attached to No. 3 down passenger train were destroyed by fire between Kethora and Bina stations. No passengers were injured.

On the 9th May, a collision occurred at Tilati station between No. 104 up Great Indian Peninsula Raichur mail train and No. 261 down goods train, railway. owing to the points having been wrongly set. Two passengers were slightly injured, and the rolling-stock and permanent-way were damaged.

On the 11th March, a collision occurred at mile 26½, between Limkheda and Bombay, Baroda and Central India railway. No. 41 down goods train, owing to the station master of Jekot having given line clear for the latter to leave Limkheda station while the section was already occupied by the former. The rolling-stock was considerably damaged.

On the 26th April, a collision occurred between No. 91 up goods and No. 4 Bengal and North-Western down passenger trains at Mairwa station, owing to the railway. points having been wrongly set for the latter train. Both engines and three wagons were slightly damaged.

On the 7th May, No. 7 up passenger train ran off the line at mile 128 between Semra and Segowlie stations. The engine ran down the bank and turned over on its side, killing one railway servant and injuring three others.

On the 10th September, a ballast train which left Khanapur station returned against signals, and collided with No. 19 up goods train, Southern Mahratta railway. killing four of the coolies outright, seriously injuring two and slightly injuring three others.

**Flood damages.**

59. The rainfall during the monsoons of 1900 was in many parts unprecedentedly heavy—In Calcutta and the neighbourhood 25·36 inches fell within 48 hours, leaving the town many feet under water and making vehicular traffic impossible—This had its natural effect on railways, and there were many and some serious breaches all over India. **Flood damages.**

60. The principal damages caused were the following:

On the 15th July, a storm broke over the district from Karnal to Kalka, resulting in heavy floods between Karnal and Kharindwa stations East Indian railway. which headed up against the railway bank. The total extent of breaches on the line was as follows:

Mile 84/17 breach was	90 ft. wide.
Mile 85/19 breach was	150 ft. wide (in portion).
Mile 88/19 breach was	30 ft. wide.
At bridge No. 215—	20 ft. wide.
Bridge No. 216	} 120 ft. Also two abutments and one pier were totally carried away.
(Mile 97/10) (4 spans of 40 ft. girders)	
Mile 97/25—98/12	700 ft.
Total	1,110 ft.

Had not the banks of the canals, which run at right angles to and are much lower than the railway, been breached, considerably more damage would have been done to the railway embankment. Precautions were taken in due time to prevent any accident to trains. The constant rain that occurred throughout August made it impossible to close the breach at bridge No. 216; but the remaining breaches were all made good by the 6th August. The total interruption to traffic was seven weeks and one day.

No. 15 up Bombay mail train was blocked in at Thánesar from the 16th to the 21st July and passengers had to be conveyed to stations on either side of the breaches, the mails being conveyed by trolley to Taráori and thence by train to Gházíabád, where

## Flood damages.

they were taken on over the North Western railway. The line was made passable as far as Thánesar, on the south, on the 21st July, and a local service instituted between Delhi and Thánesar; as also between Umballa and Kharindwa, north of the breach. The up and down Punjab mail trains ran *viá* the North Western railway between Gháziabad and Umballa until the 4th September 1900, when through running was resumed over the Delhi-Umballa-Kalka railway section.

The heavy rain in Calcutta and its neighbourhood on 20th September caused serious interruption to traffic and the running of all night trains had to be stopped on the 22nd and 23rd September.

Early on the 18th August, at mile 935, between Ludhiana and Ladhawal stations, the girders and one abutment of the Hussanpur bridge were completely carried away by floods. The break was crossed by transshipment from the 18th to 23rd August, when a diversion was opened.

On the 18th and 19th August, heavy floods came down the Sutlej, and the line between Gunda Singhwala and Ferozepore City was breached in several places. No transshipment was possible till the 24th idem. Through communication was restored on the 1st September.

On the 24th September, the line between Dantan and Dhanmandal, mileage 128 to 175, was washed away in several places and many of the bridges and culverts seriously damaged.

The running of trains over the section had to be stopped till 8th October and transshipment at some of the diversions had to be continued till 3rd November, on which date through booking was resumed.

On the 16th August, the line was breached in nine places, aggregating 4,390 lineal feet, between Nidadavolu and Kovvur stations, through failure of the river protection embankment. A 5×20' girder bridge was completely swept away. Through communication was restored on the 30th August.

On the 26th September, a land slip occurred on the Bhore Ghat when a large quantity of boulders and earth, estimated at about 2,000 tons, fell on the line blocking both up and down roads, a further large quantity passing clear of the line into the ravine. The line is in cutting at this point. Considerable damage was done to permanent-way and the line was blocked for three days.

On the 28th June, the line between Chittagong and Laksam was breached and washed away in many places, causing serious detention to traffic.

The line between Pertabganj and Balua Road at mile 92 was breached by floods on 22nd July, and the train service was suspended until 2nd August, when the breach was repaired.

The Segowlie-Raxaul branch railway was breached at miles 9 and 11 owing to floods on the 22nd July, and the train service was suspended until 13th August when traffic working was resumed. The line was again breached on 26th September and the running of trains stopped from 27th to 30th September when the breach was repaired.

On the 4th September, a breach took place between mile 386-8 and 386-10, one mile south of Ajanti station. The bank behind the south abutment of bridge No. 28, for nearly 480 feet, was almost completely washed away and the permanent-way strewn in the jungle. The cause of the breach was a rainfall of 9·37 inches in six hours. Through communication was restored on the evening of the 6th.

On the 8th and 16th August and 13th September, the Guja river was flowing over the rails, and trains could not pass for two days on the two first occasions, and for four days on the last one.

On the 9th August, the line was breached in three different places at the 213th and 214th miles and a culvert was washed away. Traffic was interrupted for a week.

On the 16th August, a culvert was damaged by a flood at the 7th mile and delayed traffic for two days. A diversion round the same culvert was carried away three times.



On the 12th September, the line was washed away at the 93rd mile and on 13th at the 105th and 106th miles, interrupting traffic for three days.

On the 16th September, an arched culvert was carried away by a flood at the 218th mile, interrupting traffic for a week.

Owing to the exceptionally heavy rainfall during the month of August all over Bhavnagar-Gondal-Junagadh-Porbandar railway. Kathiawar, several portions of the line were washed away, and through passenger traffic interrupted on the Veraval, Porbandar and Jamnagar sections for about three weeks in all.

On the 10th August, the engine of No. 63 up goods train was derailed between Southern Mahratta railway. Diguvametta and Chelama, owing to the train having run into a large quantity of rock which had slipped from the side of the cutting during heavy rain, completely blocking the cutting and covering the line. The line was blocked up to 15th August.

On the 16th August, owing to heavy floods in the Coleroon river, the embankment at mile 156-17, between Coleroon and Shiyali stations, was breached for an aggregate length of 251 feet. South Indian railway. Through traffic was suspended from 16th August to 4th September, but passengers and light goods were transhipped from 20th August.

On the 21st July, the Indaw Choungh scoured away 140 feet of the south approach to bridge at mile 474-18 consisting of two 40-foot and one 100-foot girders. Burma railway. A trestle bridge of three 40-foot and one 20-foot girders was erected and through communication restored on 22nd August.

On the 16th September, an overflow of the Pyuntaza river undermined the foundations of the north pier of bridge 117 at mile 85-16, consisting of 5 spans of 40-foot girders, and displaced the pier from 4 to 5 feet. Traffic was resumed on the 18th on a pier made of laterite blocks and sand bags.

On the 28th September, the next pier was destroyed in a similar manner and traffic restored on 3rd October.

On the 7th October, the Kaboung river overflowed its banks and breached the line for 50 feet at mile 161-16. A temporary bridge of sleepers and rails was put in and communication was restored on the 10th idem.

On the 8th October, the Yonbin river burst its bank and pouring across country breached the line at three places between Pyiwin and Pyinmana and destroyed the 20-foot spans at miles 218-3 and 220-9. Owing to the same cause the line at Thawatti station was submerged for  $\frac{3}{4}$  mile and a large quantity of metal carried away.

On the 19th September, 150 feet of the south and 120 feet of the north approach of the Obodaung bridge at mile 464-13-A was washed away by an abnormal flood.

On the 22nd September, the overflow of the Mu river breached the line at miles 414-10-A and 414-21-A. The line was restored on 29th September.

On the 15th June, a huge slab of stone and over 200 tons of debris slipped from the edge of the cutting on to the line. Nilgiri railway. The big stone forced the rails out of position, damaging several of them and a number of sleepers and rack bars. The line was cleared on 16th June.

From 18th October to 19th November, about 600,000 cubic feet of rock, boulders, earth and slush, slipped from the hill-sides and fell on the line at several places between 5-4 and 12-6 miles, in some cases piling debris 25 feet high over the rails. Traffic was suspended until the 13th December.

On the 20th and 21st September, the line between Howrahghât and Howrah-Amta and Howrah-Sheakhalla light railways. Kadamtala junction was flooded, the water being two feet above rail level; in consequence, all trains had to be

**Railway staff.**

terminated at and started from Kadamtala Junction, and the train service was interrupted for about eleven days till the water subsided.

*Railway staff.*

Railway staff.  
App. 40.

61. The following table shows the number of servants employed of the different races, European, Eurasian and Native :

Calendar year.	Europeans.	Eurasians.	Natives.	Total.
1896 .	4,665	6,696	271,734	283,095
1897 .	4,793	6,902	284,800	296,495
1898 .	4,907	6,936	296,700	308,603
1899 .	5,292	7,393	329,089	341,774
1900 .	5,367	7,295	337,515	350,177

Volunteer force.  
App. 41.

62. Of the Europeans and Eurasians, the following number were enrolled as Volunteers :

Calendar year.	Sergeant Instructors furnished by the Army.	ENROLLED STRENGTH OF VOLUNTEERS.					Total No. of European and Eurasian, employes, on railways.
		EFFICIENTS.			Non-Efficients.	Total number of Volunteers in Corps.	
		Officers.	Non-Commissioned Officers.	Volunteers.			
1896 .	111	385	1,304	9,099	385	11,173	11,361
1897 .	115	398	1,336	10,000	296	12,030	11,695
1898 .	116	375	1,362	9,498	270	11,525	11,903
1899 .	123	395	1,460	9,958	152	11,965	12,685
1900 .	122	389	1,406	10,068	175	12,038	12,662

Police force.  
App. 42.

63. The Police force employed for the maintenance of law and order on railways and for the protection of railway property is provided by the Civil Department, the State bearing, except in the case of State Lines Worked by the State and the old guaranteed railways, three-tenths and the railways paying seven-tenths of the expense incurred.

During the past year, owing to famine, there was a large increase in the number of thefts and the amount of compensation paid. In consequence of the great demand made upon railways, the use of open wagons had to be largely resorted to for the carriage of grain and food stuffs, and as there are long heavy inclines on the lines which passed through the famine stricken areas, advantage was taken of the reduction in the speed of trains while travelling up these inclines to tip bags out of the open wagons. In some places, closed wagons were burst open and robbed of as much of their contents as could be removed.

Provident fund.  
App. 40.

64. In connection with every railway in India there is a Provident Fund, the object of which is to make some provision for employes against their retirement or for their families in the event of their dying while still in the service of the railway. The money in this fund cannot be attached by courts of law, nor can it be alienated or hypothecated by the employé. Every monthly paid employé who is not pensionable nor a menial servant is obliged to be a member of this fund and is required to subscribe monthly amounts varying on different railways but not exceeding 1-12th of his salary. At the close of the half-year, the railway distributes as bonus among the depositors a first contribution equal to one-half of such subscriptions and a second contribution not exceeding one-half of such subscriptions or one per cent. of net earnings. In the case of the more prosperous railways, the latter sum is now generally obtained by depositors.

The amount thus subscribed amounted at the end of 1900 to nearly 350 lakhs of rupees, the bonus paid by railways amounting to nearly 75 lakhs.

\* This column includes non-railway employes who are enrolled in Railway Corps.

Fine fund.  
Schools.  
Fine fund.

65. Fines inflicted on employ es are not credited to the revenues of the railway, but to what is known as the Fine fund. The money thus withheld goes back again to them in the shape of contributions to recreation clubs, schools and similar institutions and in the relief of families left in destitute circumstances.

66. The following table shows the transactions of the Fine fund on railways administered by the State :

Railway.	ASSETS.				DISBURSEMENTS.						Balance in hand on 31st December 1900.
	Balance on 31st December 1899.	Fines and bonus forfeited during 1900.	Interest on balance.	Total.	Hospitals for sick employ�es.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
North Western .	...	19,993	72	20,065	100	646	10,568	5,338	194	16,846	3,219
Oudh and Rohilkhand .	49,038	4,634	1,532	55,204	...	...	2,895	3,035	8,329	14,259	40,945
Eastern Bengal .	1,631	8,872	49	10,552	...	561	2,359	4,158	1,248	8,326	2,226
East Coast .	...	...	...	Information not furnished.							...
Jorhat .	61	127	2	190	129	...	...	...	...	129	61

67. On the larger railways, schools are provided and maintained at all centres where the number of children is large enough to justify the employment of the teaching staff. The fees charged are graduated so as not to press too heavily on the poorer employ es. Government in the Educational Department allow a certain grant for every child who passes the tests prescribed and any deficit is made good from the revenues of the railway. Where the number of employ es is not large enough for a railway school and there already exists a public or private school in the town, the schooling fees are borne wholly or in part by the railway.

Schools.  
App. 43.

The number attending school amounted, at the close of 1900, to 6,242 children and 3,828 apprentices and workmen, the contributions by Government amounting to Rs. 31,601 ; by the railways to Rs. 1,04,288 ; and by fees to Rs. 73,971.

The assistance thus given to employ es is much appreciated, and a proper standard of education is ensured by the examination which is conducted yearly by the Government Inspectors of Schools before the grant can be drawn.

SIMLA ;  
Dated 30th April 1901,

F. R. UPCOTT,  
Secretary to the Government of India,  
Public Works Department,  
Railways.



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**APPENDICES**  
of  
**MILEAGE AND HISTORY OF RAILWAYS.**

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Appendix I.  
List of Railways.

APPENDIX I.

*List of Railways comprising  
Railway System of India at the close of the Calendar year 1900,  
alphabetically arranged,  
with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 7 of Report).

N. B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION NO.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1900, UNDER SEVERAL HEADS OF CLASSIFICATION.							
						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Lines owned by Native states and worked by agency of			Lines in Foreign territory.
						State railway.	Company.			Native state itself.	Company.	State railway.	
	Main	Sub.											
			A.										
10	(h)	Ahmedabad-Parāntij .	Bombay, Baroda and Central India Ry. Co.	1-5-97	3' 3½"	...	...	...	54.59	...	...	...	...
9	(e)	Amrāoti . . . .	Great Indian Peninsula Ry. Co.	16-2-71	5' 6"	...	5.44	...	...	...	...	...	...
15	(a)	Assam-Bengal . . .	Assam-Bengal Ry. Co.	1-7-95	3' 3½"	...	436.26	...	...	...	...	...	...
			B.										
27	(a)	Bārsi Light . . .	Bārsi Light Ry. Co. .	1-3-97	2' 6"	...	...	...	21.59	...	...	...	...
17	(a)	Bengal and North-Western (Company's section).	Bengal and North-Western Ry. Co.	2-4-84	3' 3½"	...	...	...	743.00	...	...	...	...
3	(a)	Bengal Central . .	Bengal Central Ry. Co.	16-10-82	5' 6"	...	125.01	...	...	...	...	...	...
18	(a)	Bengal-Dooars . .	Bengal-Dooars Ry. Co.	15 1-93	3' 3½"	...	...	...	36.40	...	...	...	...
"	(b)	Bengal-Dooars extensions	" " "	20-4-00	3' 3½"	...	...	...	66.00	...	...	...	...
4	(a)	Bengal-Nāgpur . .	Bengal-Nāgpur Ry. Co.	2-11-86	5' 6"	...	1,226.46	...	...	...	...	...	...
11	(b)	Barwada extension (East Coast State).	Nizam's Guaranteed State Ry. Co.	10-2-89	5' 6"	...	20.58	...	...	...	...	...	...
21	(a)	Bhāvnagar-Gondal-Junāgad-Porbandar.	Bhāvnagar - Gondal-Junāgad - Porbandar Ry. Co.	20-12-80	3' 3½"	...	...	...	...	383.84	...	...	...
9	(i)	{ Bhopal-Itārsi (British section). Bhopal-Itārsi (Native-state section).	{ Indian Midland Ry. Co.	1-6-82	5' 6"	...	18.11	...	...	...	...	...	...
9	(h)	Bhopal-Ujjain . . .	Indian Midland Ry. Co.	11-11-95	5' 6"	...	...	...	...	...	44.28	...	...
19	(b)	Bikaner . . . .	Johpur-Bikaner Ry. .	9-12-91	3' 3½"	...	...	...	...	85.50	...	...	...
9	(g)	Bina-Goonā-Bārān . .	Indian Midland Ry. Co.	23-9-95	5' 6"	...	...	...	...	...	145.59	...	...
23	(e)	Birur-Shimoga . . .	Southern Mahratta Ry. Co.	1-12-99	3' 3½"	...	...	...	...	...	37.90	...	...
10	(a)	Bombay, Baroda and Central India.	Bombay, Baroda and Central India Ry. Co.	10-2-60	5' 6"	...	...	460.90	...	...	...	...	...
2	(c)	Brahmaputra-Sultanpur .	Eastern Bengal State Ry.	1-4-99	3' 3½"	...	...	...	59.19	...	...	...	...
25	(a)	Burma . . . .	Burma Railways Co. .	2-5-77	3' 3½"	...	1,124.00	...	...	...	...	...	...
			C.										
6	(a)	Calcutta Port Commissioners'.	Calcutta Port Commissioners' Ry.	1-11-75	5' 6"	...	...	...	8.53	...	...	...	...
7	(c)	Cawnpore-Barhwal (metre gauge link).	Oudh and Rohilkhand State Ry.	24-11-96	3' 3½"	79.60	...	...	...	...	...	...	...
31	(a)	Cherra-Companyganj .	Cherra-Companyganj State Ry.	16-6-86	2' 6"	*	...	...	...	...	...	...	...
2	(c)	Cooch Behar . . . .	Eastern Bengal State Ry.	15-9-93	2' 6"	...	...	...	...	...	...	33.78	...
			D.										
32	(a)	Darjeeling-Himalayan .	Darjeeling-Himalayan Ry. Co.	23-8-80	2' 0"	...	...	...	51.00	...	...	...	...
1	(b)	Delhi-Umballa-Kalka .	East Indian Ry. Co. .	1-3-91	5' 6"	...	...	...	163.24	...	...	...	...
16	(a)	Deoghur . . . .	Deoghur Ry. Co. .	23-12-82	3' 3½"	...	...	...	4.79	...	...	...	...
			Carried over .			79.60	2,950.86	460.90	1,307.33	419.34	341.04	33.78	...

\* Closed for traffic from the 25th March 1900, and subsequently abandoned.

## APPENDIX I—contd.

Appendix I.  
List of Railways.

*List of Railways comprising  
Railway System of India at the close of the Calendar year 1900,  
alphabetically arranged,  
with their lengths, the administrations by which worked, gauge and classification—contd.*

(Referred to in paragraph 7 of Report).

N.B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION No.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1900, UNDER SEVERAL HEADS OF CLASSIFICATION.							
						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Lines owned by Native states and worked by agency of			Lines in foreign territory.
Main.	Sub.					State railway.	Company.					Native state itself.	
		D.—concl'd.		Brought forward.		79.60	2,950.86	460.90	1,207.33	419.34	841.04	83.78	...
9	(b)	Dhond-Mánmad . . .	Great Indian Peninsula Ry. Co.	15-3-78	5' 6"	...	145.44	...	...	...	...	...	...
21	(d)	Dhrángadrá . . .	Bháv-nagar-Gondal-Junágad-Porbándar Ry. Co.	1-6-98	3' 3½"	...	...	...	...	20.83	...	...	...
14	(a)	Dibra-Sadiya . . .	Dibra-Sadiya Ry. Co.	16-7-83	3' 3½"	...	...	...	77.50	...	...	...	...
		E.											
3	(a)	East Coast State . .	East Coast State Ry. .	1-11-88	5' 6"	307.57	...	...	...	...	...	...	...
		Eastern Bengal State—											
2	(a)	Southern and Eastern sections.	Eastern Bengal State Ry.	2-1-62	5' 6"	268.04	...	...	...	...	...	...	...
2	(b)	Northern and Behar sections including Kaunia-Dharila branch and Santrabari extension. Dacca Section . .		28-8-77	{ 3' 3½" 2' 6"	441.44 47.64	...	...	...	...	...	...	...
						3' 3½"	85.92	...	...	...	...	...	...
1	(a)	East Indian . . .	East Indian Ry. Co. .	15-8-54	5' 6"	...	1,840.82	...	...	...	...	...	...
		G.											
10	(j)	Gaekwar's Dabhoi . .	Bombay, Baroda and Central India Ry. Co.	8-4-73	2' 6"	...	...	...	...	...	78.80	...	...
10	(g)	Gaekwar's Mohána . .		21-3-87	3' 3½"	...	...	...	...	...	92.63	...	...
10	(c)	Gaekwar's Petlíd . .		5-5-90	5' 6"	...	...	...	...	...	13.35	...	...
10	(e)	Godhra-Butlám-Nágdá . .		16-1-93	5' 6"	...	141.14	...	...	...	...	...	...
9	(a)	Great Indian Peninsula . .	Great Indian Peninsula Ry. Co.	18-4-53	5' 6"	...	1,357.62	...	...	...	...	...	...
22	(c)	Guntakal-Mysore frontier	Southern Mahratta Ry. Co.	1-3-92	3' 3½"	...	119.50	...	...	...	...	...	...
9	(j)	Gwalior Light . .	Indian Midland Ry. Co.	2-12-99	2' 0"	...	...	...	...	...	126.14	...	...
		H.											
7	(b)	Hardwar-Dehra . .	Oudh and Rohilkhand State Ry.	1-3-00	5' 6"	...	...	...	82.04	...	...	...	...
33	(a)	Howrah-Amta . .	Howrah-Amta Ry. Co..	1-7-97	2' 0"	...	...	...	28.69	...	...	...	...
34	(a)	Howrah-Sheakhalla . .	Howrah-Sheakhalla Ry. Co.	2-8-97	2' 0"	...	...	...	19.75	...	...	...	...
11	(c)	Hyderabad-Oodávari Valley.	Nizam's Guaranteed State Ry. Co.	21-10-99	3' 3½"	...	...	...	...	...	385.23	...	...
8	(d)	Hyderabad-Shadipalli . .	North Western State Ry.	18-8-92	5' 6"	55.83	...	...	...	...	...	...	...
		I.											
9	(f)	Indian Midland . .	Indian Midland Ry. Co.	10-1-78	5' 6"	...	796.25	...	...	...	...	...	...
				Carried over .		1,785.51	7,351.13	460.90	1,965.31	440.77	1,087.19	83.78	...

**Appendix 1.**  
**List of Railways.**

**APPENDIX I—contd.**

*List of Railways comprising  
Railway System of India at the close of the Calendar year 1900,  
alphabetically arranged,  
with their lengths, the administrations by which worked, gauge and classification—contd.*

(Referred to in paragraph 7 of Report).

N.B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION NO.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1900, UNDER SEVERAL HEADS OF CLASSIFICATION.							
						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Lines owned by Native states and worked by agency of			Lines in foreign territory.
						State railway.	Company.			Native state itself.	Company.	State railway.	
		<b>J.</b>		Brought forward .		1,785.54	7,351.13	460.90	1,365.31	440.17	1,037.19	33.78	..
8	(e)	Jammu and Kashmir (Native state section).	North Western State Ry.	15-3-90	5' 6"	...	...	...	...	...	...	15.92	...
21	(b)	Jamnagar . . . . .	Bhavnagar-Gondal-Junagad-Forbandar Ry. Co.	8-4-07	3' 3½"	...	...	...	...	54.28	...	...	...
21	(c)	Jetalsar-Rajkot . . . .		12-4-93	3' 3½"	...	...	...	...	46.23	...	...	...
19	(a)	Jodhpur . . . . .	Jodhpur-Bikaner Ry. .	24-6-82	3' 3½"	...	...	...	...	454.94	...	...	...
25	(a)	Jorhat . . . . .	Jorhat State Ry. . .	15-12-84	2' 0"	30.00	...	...	...	...	...	...	...
		<b>K.</b>											
94	(c)	Karaikkal-Peralam . . .	South Indian Ry. Co. .	14-3-98	3' 3½"	...	...	...	...	...	...	...	14.65
9	(d)	Khamgaon . . . . .	Great Indian Peninsula Ry. Co.	4-3-70	5' 6"	...	...	...	...	...	7.55	...	...
12	(b)	Kolar Gold-fields . . .	Madras Ry. Co. . . .	1-6-94	5' 6"	...	...	...	...	...	10.00	...	...
23	(f)	Kolhapur . . . . .	Southern Mahratta Ry. Co.	21-4-91	3' 2½"	...	...	...	...	...	29.07	...	...
		<b>L.</b>											
14	(b)	Ledo and Tikak-Margherita Colliery.	Dibru-Sadiya Ry. Co. .	17-2-84	3' 3½"	...	...	...	7.50	...	...	...	...
18	(b)	Lucknow-Bareilly . . .	Rohilkund and Kumaon Ry. Co.	12-10-84	3' 3½"	...	231.17	...	...	...	...	...	...
		<b>M.</b>											
12	(a)	Madras . . . . .	Madras Ry. Co. . . .	1-7-56	5' 6"	...	...	844.42	...	...	...	...	...
24	(b)	Máyavaram-Mutpet . . .	South Indian Ry. Co. .	2-4-94	3' 3½"	...	54.08	...	...	...	...	...	...
26	(a)	Morvi . . . . .	Morvi Ry. . . . .	11-3-86	2' 6"	...	...	...	...	94.36	...	...	...
2	(d)	Mymensingh-Jamálpur-Jagannathganj.	Eastern Bengal State Ry.	15-10-98	3' 3½"	...	...	...	53.37	...	...	...	...
22	(g)	Mysore-Nanjangúd . . .	Southern Mahratta Ry. Co.	1-12-91	3' 3½"	...	...	...	...	...	15.80	...	...
23	(b)	Mysore section (Southern Mahratta).	Southern Mahratta Ry. Co.	1-2-81	3' 3½"	...	296.00	...	...	...	...	...	...
		<b>N.</b>											
10	(d)	Négdá-Ujjain . . . . .	Bombay, Baroda and Central India Ry. Co.	15-7-96	5' 6"	...	...	...	...	...	84.32	...	...
12	(c)	Nilgiri . . . . .	Madras Ry. Co. . . .	15-6-99	3' 3½"	...	...	...	16.90	...	...	...	...
11	(a)	Nizam's Guaranteed State	Nizam's Guaranteed State Ry. Co.	9-10-74	5' 6"	...	...	...	...	...	330.18	...	...
3	(a)	North Western State . .	North Western State Ry.	13-5-61	5' 6"	3,005.67	...	...	...	...	...	...	...
		<b>O.</b>											
7	(a)	Oudh and Rohilkhand State	Oudh and Rohilkhand State Ry.	22-12-62	5' 6"	1,087.53	...	...	...	...	...	...	...
				Carried over .		5,858.74	7,932.38	1,305.32	1,443.08	1,089.98	1,464.06	49.70	14.65



## APPENDIX I—concl'd.

Appendix I.  
List of Railways.

*List of Railways comprising  
Railway System of India at the close of the Calendar year 1900,  
alphabetically arranged,  
with their lengths, the administrations by which worked, gauge and classification—concl'd.*

(Referred to in paragraph 7 of Report).

N. B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION No.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1900 UNDER SEVERAL HEADS OF CLASSIFICATION.							
						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Lines owned by Native states and worked by agency of			Lines in Foreign territory.
Main.	Sub.					State railway.	Company.					Native state itself.	
		P.		Brought forward		5,853.74	7,932.38	1,305.32	1,443.08	1,039.98	1,464.06	49.70	14.65
10	(g)	Pālanpur-Deesa . . .	Bombay, Baroda and Central India Ry. Co.	8-11-93	3' 3½"	...	17.28	...	...	...	...	...	...
24	(d)	Pondicherry . . .	South Indian Ry. Co. .	15-12-79	3' 3½"	...	...	...	...	...	...	...	7.85
		R.											
4	(b)	Raipur-Dhamtari branch	Bengal-Nāgpur Ry. Co.	10-8-00	2' 6"	...	56.24	...	...	...	...	...	...
10	(k)	Rajpipla . . .	Bombay, Baroda and Central India Ry. Co	1-7-97	2' 6"	...	...	...	...	...	37.37	...	...
8	(c)	Rājpur-Bhātinda . . .	North Western State Ry.	1-11-84	5' 6"	...	...	...	...	...	...	107.05	...
10	(f)	Rajputana-Malwa . . .	Bombay, Baroda and Central India Ry. Co	14-2-73	3' 3½"	...	1,677.64	...	...	...	...	...	...
28	(a)	Rānaghat-Krishnagar . .	Rānaghat-Krishnagar Light Ry. Co.	5-4-99	2' 6"	...	...	...	20.25	...	...	...	...
18	(e)	Rohilkund and Kumaon	Rohilkund and Kumaon Ry. Co.	12-10-84	3' 3½"	...	...	...	53.92	...	...	...	...
		S.											
17	(c)	Segowlie-Baraul . . .	Bengal and North-Western Ry. Co.	1-3-99	3' 3½"	...	...	...	18.09	...	...	...	...
19	(c)	Shadipalli-Balotra . . .	Jodhpur-Bikaner Ry. .	22-12-00	3' 3½"	...	69.49	...	...	...	...	...	...
1	(c)	South Behar . . .	East Indian Ry. Co. .	5-7-99	5' 6"	...	...	...	78.76	...	...	...	...
23	(a)	Southern Mahratta . . .	Southern Mahratta Ry. Co.	24-3-84	3' 3½"	...	1,042.04	...	...	...	...	...	...
8	(b)	Southern Punjab . . .	North Western State Ry.	1-2-99	5' 6"	...	...	...	423.93	...	...	...	...
24	(a)	South Indian . . .	South Indian Ry. Co. .	15-7-61	3' 3½"	...	1,033.63	...	...	...	...	...	...
		T.											
10	(b)	Tāpti Valley . . .	Bombay, Baroda and Central India Ry. Co.	1-12-96	5' 6"	...	...	...	155.45	...	...	...	...
28	(a)	Tārakeshwar-Magra . . .	Bengal Provincial Ry. Co.	7-11-94	2' 6"	...	...	...	31.12	...	...	...	...
1	(d)	Tarkessur . . .	East Indian Ry. Co. .	1-1-85	5' 6"	...	...	...	22.23	...	...	...	...
30	(a)	Tespur-Bālipara . . .	Tespur-Bālipara Ry. Co.	9-8-04	2' 6"	...	...	...	20.10	...	...	...	...
17	(b)	Tirhoot State . . .	Bengal and North-Western Ry. Co.	1-11-75	3' 3½"	...	462.74	...	...	...	...	...	...
		U.											
20	(a)	Udaipur-Chitor . . .	Udaipur-Chitor Ry. .	1-8-95	3' 3½"	...	...	...	...	67.30	...	...	...
		W.											
9	(c)	Wardha Coal . . .	Great Indian Peninsula Ry. Co.	1-2-74	5' 6"	...	44.88	...	...	...	...	...	...
23	(a)	West of India Portuguese	West of India Portuguese Ry. Co.	17-1-87	3' 3½"	...	...	...	...	...	...	...	51.11
		Y.											
22	(d)	Yessvantpur-Mysore frontier.	Southern Mahratta Ry. Co.	15-12-92	3' 3½"	...	...	...	...	...	...	51.35	...
Total railway mileage open in India on 31st December 1900						5,858.74	12,335.32	1,305.32	2,266.93	1,157.26	1,501.43	208.10	73.61

Appendix 2.  
Railway systems.

## APPENDIX 2.

*Railways worked by each Railway Administration at the close of the Calendar year 1900.*

For mileage added during 1900, see Appendix 3; and for mileage sanctioned for construction, see Appendix 4.

(Referred to in paragraphs 7 and 9 of Report.)

CLASSIFICATION No.		Railway administration by which worked.	Name of railway.	LENGTH OF LINE OPEN ON 31st DECEMBER 1900.				TOTAL OF EACH GAUGE UNDER THE ADMINISTRATION.				Grand total mileage of railways worked by the administration.
Main.	Sub.			5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"	
1	(a)	East Indian (E. I.)	East Indian . . . .	†1,840·32	...	...	...					2,108·55
	(b)		Delhi-Umballa-Kalka .	162·24	...	...	...					
	(c)		South-Bihar (Luckeeserai-Gya).	78·76	...	...	...					
	(d)		Tarkessur . . . .	22·23	...	...	...	2,108·55	...	...	...	
2	(a)	Eastern Bengal State (E. B. S.)	Eastern Bengal State .	†268·04	...	...	...					989·28
	(b)		Ditto	...	527·36	47·64	...					
	(c)		Brahmaputra-Sultanpur .	...	59·19	...	...					
	(d)		Mymensingh-Jamālpur-Jagannathganj.	...	58·37	...	...					
	(e)		Cooch Behar . . . .	...	...	33·78	...	268·04	629·92	81·42	...	
3	(a)	Bengal Central (B. C.)	Bengal Central . . . .	125·01	...	...	...	125·01	...	...	...	125·01
4	(a)	Bengal-Nāgpur (B. N.)	Bengal Nāgpur . . . .	1,226·46	...	...	...					1,282·79
	(b)		Raipur-Dhamtari . . . .	...	...	56·24	...	1,226·46	...	56·24	...	
5	(a)	East Coast State (E. C.)	East Coast State . . . .	†807·57	...	...	...	807·57	...	...	...	807·57
6	(a)	Calcutta Port Commissioners' (P. T.)	Calcutta Port Commissioners'.	8·53	...	...	...	8·53	...	...	...	8·53
7	(a)	Oudh and Rohilkhand State (O. & R.)	Oudh and Rohilkhand State.	1,037·53	...	...	...					1,149·17
	(b)		Hardwar-Dehra . . . .	32·04	...	...	...					
	(c)		Cawnpore-Burhwal (Metre gauge link).	...	††79·60	...	...	1,069·57	79·60	...	...	
8	(a)	North Western State (N. W.)	North Western State . .	3,005·67	...	...	...					3,607·90
	(b)		Southern Punjab . . . .	423·93	...	...	...					
	(c)		Rājputra-Bhātinda . . .	107·05	...	...	...					
	(d)		Hyderabad-Shadipalli . .	55·33	...	...	...					
	(e)		Jammu and Kashmir (Native state section).	15·92	...	...	...	3,607·90	...	...	...	
9	(a)	Great Indian Peninsula (G. I. P.)	Great Indian Peninsula .	††1,357·62	...	...	...					1,560·93
	(b)		Dhond-Manmāḍ . . . .	145·44	...	...	...					
	(c)		Wardha Coal . . . .	44·88	...	...	...					
	(d)		Khāmgau . . . .	7·55	...	...	...					
	(e)		Amrāoti . . . .	5·44	...	...	...	1,560·93	...	...	...	
Carried over .								10,777·56	719·52	137·66	...	11,634·74

\*From Howrah to Moghal Sarai, 470·02 miles, the Hooghly bridge branch, 4·22 miles, and 3·40 miles of the Jherriah branch are laid with double track.

† From Calcutta to Poradaha, 102·47 miles, Canal Junction to Chitpore, 1·88 miles, and Calcutta (Sealdah) to Dock Junction, 7·86 miles, are laid with double track.

† Including 2·66 miles laid on a mixed gauge and 0·33 mile on the 3' 3½" gauge and 4·24 miles laid with double track.

§ Including 1·49 miles laid with double track.

|| Including 3·66 miles, Aishbagh to Daliganj, laid on a mixed gauge.

\*\* Including 5·63 miles military lines not used for public traffic.

†† From Kāmāri to Kotri, 108·00 miles, Mean Meer East to Mean Meer West, 2·13 miles, Gulistan to Chaman, 26·82 miles, and Ab-i-Gum to Kolpur, 23·54 miles, are laid with double track.

†† From Bombay (Victoria terminus) to Khandwa, 353·13 miles, Kalyan to Lonāva, 46·42 miles, and Bhusāval to Shergaon, 62·37 miles, are laid with double track.

APPENDIX 2—contd.

Appendix 2.  
Railway systems.

*Railways worked by each Railway Administration at the close of the Calendar year 1900.*

For mileage added during 1900, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraphs 7 and 9 of Report.)

CLASSIFICATION No.		Railway administration by which worked.	Name of railway.	LENGTH OF LINE OPEN ON 31st DECEMBER 1900.				TOTAL OF EACH GAUGE UNDER THE ADMINISTRATION.				Grand total mileage of railways worked by the administration.
Main.	Sub.			5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"	
				Brought forward				10,777.56	710.52	137.66	...	11,631.74
9	(f)	Indian Midland (I. M.)	Indian Midland . . .	796.25	...	...	...					
	(g)		Bina-Goons-Báran . . .	145.59	...	...	...					
	(h)		Bhopal-Ujjain . . .	113.27	...	...	...					
	(i)		Bhopal-Itársi . . .	57.39	...	...	...					
	(j)		Gwalior Light . . .	...	...	...	26.1	1,112.50	...	...	126.14	1,235.64
10	(a)	Bombay, Baroda and Central India (B., B. & C. I.)	Bombay, Baroda and Central India.	430.9	...	...	...					
	(b)		Tápti Valley . . .	155.45	...	...	...					
	(c)		Gaekwar's Potáál . . .	13.35	...	...	...					
	(d)		Nágdá-Ujjain . . .	24.32	...	...	...					
	(e)		Godhra-Kutlam-Nágdá . . .	141.14	...	...	...					
	(f)		Rajputana-Malwa (R. M.) . . .	...	1,07.64	...	...					
	(g)		Gaekwar's Mehsána . . .	...	92.63	...	...					
	(h)		Ahmedabad-Parántij . . .	...	54.59	...	...					
	(i)		Palanpur-Deesa . . .	...	17.23	...	...					
	(j)		Gaekwar's Dabhoi . . .	...	...	78.10	...					
	(k)		Rajpipia . . .	...	...	27.37	...	805.16	1,542.14	116.17	...	2,763.47
11	(a)	H. H. Nizam's Guaranteed State (N. G. S.)	H. H. Nizam's Guaranteed State.	330.13	...	...	...					
	(b)		Bezwaá extension (East Coast State.)	20.58	...	...	...					
	(c)		Hyderabad-Gádvári Valley	...	385.23	...	...	350.71	385.23	...	...	735.94
12	(a)	Madras (M.)	Madras . . .	5314.42	...	...	...					
	(b)		Kolar Gold-fields . . .	10.00	...	...	...					
	(c)		Nílgiiri (N.) . . .	...	16.90	...	...	854.42	16.90	...	...	871.32
13	(a)	Bengal-Dooars (B. D.)	Bengal-Dooars . . .	...	26.40	...	...					
	(b)		Bengal-Dooars extensions . . .	...	66.00	...	...	...	102.40	...	...	102.40
14	(a)	Dibru-Sadiya (D. S.)	Dibru-Sadiya . . .	...	77.50	...	...					
	(b)		Ledo and Tikak-Margherita Colliery.	...	7.50	...	...	...	85.00	...	...	85.00
			Carried over . . .					13,900.35	3,751.19	253.83	126.14	17,431.51

\* From Bombay (Colába) to Daman Road, 103.3½ miles, and Sachin to Ahmedabad, 94.22 miles, are laid with double track.

† Including 26.28 miles of mixed gauge mileage between Bhátinda and Kot Kápara, and 23.08 miles of 5' 6" gauge mileage between Kot Kápara and Ferozepore.

‡ From Agra Fort to Agra Cantonment, 1.14 miles, are laid with double track.

§ From Madras to Arkónam, 42.40 miles, are laid with double track.

**Appendix 2.**  
**Railway systems.**

**APPENDIX 2—contd.**

*Railways worked by each Railway Administration at the close of the Calendar year 1900.*

For mileage added during 1900, see Appendix 3 ; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraphs 7 and 9 of Report.)

CLASSIFICATION No.		Railway administration by which worked.	Name of railway.	LENGTH OF LINE OPEN ON 31ST DECEMBER 1900.				TOTAL OF EACH GAUGE UNDER THE ADMINISTRATION.				Grand total mileage of railways worked by the administration.
Main.	Sub.			5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"	
				Brought forward				13,900·34	3,151·19	253·8	126·14	17,431·51
15	(a)	Assam-Bengal (A. B.)	Assam-Bengal . . .	...	436·26	...	...	...	436·26	...	...	436·26
16	(a)	Deoghur (D.) . . .	Deoghur . . . . .	...	4·79	...	...	...	4·79	...	...	4·79
17	(a)	Bengal and North-Western. (B. & N. W.)	Bengal and North-Western	...	743·00	...	...					
	(b)		Tirhoot State . . . .	...	462·74	...	...					
	(c)		Segowlie-Baxaul . . .	...	18·09	...	...	...	1,223·83	...	...	1,223·83
18	(a)	Rohilkund and Kumaon (R. & K.)	Rohilkund and Kumaon .	...	53·92	...	...					
	(b)		Lucknow-Bareilly . . .	...	231·17	...	...	...	285·09	...	...	285·09
19	(a)	Jodhpur-Bikaner (J. B.)	Jodhpur State . . . .	...	454·94	...	...					
	(b)		Bikaner State . . . .	...	85·50	...	...					
	(c)		Shadipalli-Balotra (British section).	...	68·49	...	...	...	608·93	...	...	608·93
20	(a)	Udaipur-Chitor . . .	Udaipur-Chitor . . .	...	67·30	...	...	...	67·30	...	...	67·30
21	(a)	Bhavnagar-Gondal-Junagad- Porbandar. (B. G. J. P.)	Bhavnagar-Gondal-Junagad- Porbandar.	...	333·84	...	...					
	(b)		Jamnagar . . . . .	...	54·28	...	...					
	(c)		Jetalsar-Bajkot . . . .	...	46·23	...	...					
	(d)		Dhrangadra . . . . .	...	20·83	...	...	...	455·18	...	...	455·18
22	(a)	Southern Mahratta (S. M.)	Southern Mahratta . . .	...	1,042·04	...	...					
	(b)		Mysore section (Southern Mahratta).	...	296·00	...	...					
	(c)		Guntakul-Mysore frontier .	...	119·50	...	...					
	(d)		Yesvantpur-Mysore frontier.	...	51·35	...	...					
	(e)		Birur-Shimoga . . . . .	...	37·90	...	...					
	(f)		Kolhapur . . . . .	...	29·07	...	...					
	(g)		Mysore-Nanjangud . . .	...	15·80	...	...	...	1,591·66	...	...	1,591·66
23	(a)	West of India Portuguese (W. I. P.)	West of India Portuguese .	...	51·11	...	...	...	51·11	...	...	51·11
				Carried over				13,900·35	7,875·84	253·83	126·14	22,155·6

\* Including 4·87 miles of dock estate and quarry lines.

† Including 3·99 miles of dock estate lines.



# Appendix 3. Additions to mileage.

## APPENDIX 3.

### Mileage added to the Railway System of India during the Calendar year 1900.

Note.—The additions shown in this statement are included in the figures shown in Appendices 1 and 2.  
(Referred to in paragraphs 7 and 9 of Report.)

CLASSIFICATION NO.		Railway Administration to which railway has been added.	Name of owning railway.	Section of line added during 1900.	Date of opening for traffic.	ADDITIONS IN MILES MADE TO OPEN MILEAGE DURING 1900.					
Main.	Sub.					Length.			Total mileage added to railway administration.		
						5' 6"	3' 3 1/2"	2' 6"	5' 6"	3' 3 1/2"	2' 6"
				Mughal Samri to Gya . . .	1st March . . .	1 5' 47"	...	...			
1	(a)	East Indian	East Indian	Mile 14 1/2 from Howrah to Sandri, property of the Barakar Coal Company	26th November . . .	8' 25"	...	...	123' 70"	...	...
2	(b)		Eastern Bengal State.	Alipur Duar to Raja Bhat Khawa	5th April . . .	...	...	9' 57"			
				Bogra to Dewantala . . .	5th April . . .	...	22' 02"	...			
	(c)	Eastern Bengal State.	Brahmaputra-Sultanpur.	Dewanola to Bonarpura . . .	1st August . . .	...	4' 60"	...			
				Bonarpura to Fulchhari . . .	1st September . . .	...	8' 07"	...			
	(e)		Cooch Behar	Torsa Bridge . . . . .	16th May . . .	...	...	0' 11"	...	34' 69"	10' 08"
	(a)			{ Khal bridge to Rajapur-Khal	24th May . . .	18' 80"	...	...			
				{ Rajapur-Khal to Howrah . . .	14th December . . .	17' 50"	...	...			
4		Bengal-Nagpur	Bengal-Nagpur	Raipur to Kurud . . .	10th September . . .	...	...	31' 50"			
	(b)			Abhanpur to Rajim . . .	15th October . . .	...	...	10' 50"			
				Kurud to Dhamtari . . .	17th December . . .	...	...	14' 24"	36' 30"	...	56' 24"
5	(a)	East Coast Stat.	East Coast Stat.	Naupada to Salt Factory	6th July . . .	2' 61"	...	...			
				Rajahmundry to Kovvur . . .	7th August . . .	4' 55"	...	...	7' 16"	...	...
7	(a)	Oudh and Rohilkhand State.	{ Oudh and Rohilkhand State.	Moradabad to Gajroula . . .	1st April . . .	33' 40"	...	...			
	(b)		{ Haridwar-Dohra	Gajroula to Ghazibad . . .	25th November . . .	53' 37"	...	...			
8	(a)	North Western State.	North Western State.	Hardwar to Dohra . . .	1st March . . .	32' 04"	...	...	118' 81"	...	...
				Toba Tek Singh to Khanewal	18th April . . .	55' 53"	...	...			
				Kotri to Hyderabad (Sind) . . .	25th May . . .	4' 99"	...	...	60' 52"	...	...
				Jalpaiguri to Dharangaon . . .	28th February . . .	18' 56"	...	...			
9	(a)	Great Indian Peninsula.	Great Indian Peninsula.	Dharangaon to Amalner . . .	4th April . . .	15' 72"	...	...			
				Mohpani to row coal fields . . .	30th June . . .	0' 14"	...	...			
				Chalisgaon to Dhulia . . .	15th October . . .	35' 20"	...	...	60' 62"	...	...
10	(b)	Bombay, Baroda and Central India.	Tapti Valley	Nardana to Amalner . . .	15th March . . .	16' 09"	...	...	16' 59"	...	...
				Sailu to Parbhani . . .	25th April . . .	...	28' 44"	...			
11	(c)	The Nizam's Guaranteed State.	Hyderabad-Godavari Valley	Secunderabad to Sivungaon . . .	25th April . . .	...	150' 73"	...			
				Sivungaon to Nanded . . .	23rd August . . .	...	17' 63"	...			
				Nanded to Parbhani . . .	9th October . . .	...	36' 15"	...	...	231' 00"	...
12	(a)	Madras . . .	Madras . . .	Mayapuram to Beach . . .	22nd January . . .	1' 03"	...	...	1' 03"	...	...
				Barnes Junction to Baura . . .	20th April . . .	...	23' 45"	...			
13	(b)	Bengal Doocars	Bengal Doocars extensions.	Baura to Bhotemari . . .	21st October . . .	...	17' 20"	...			
				Bhotemari to Lalmanirhat . . .	20th November . . .	...	20' 25"	...	...	65' 00"	...
				Gauhati to Gauhati Ghât . . .	1st January . . .	...	1' 22"	...			
15	(a)	Assam-Bengal	Assam-Bengal	Lumding Temporary Station to Lumding Permanent Station	20th February . . .	...	3' 10"	...	...	4' 32"	...
				Barauni to Thanah Bihpur . . .	1st March . . .	...	66' 17"	...			
17	(b)	Bengal and North-Western.	Tirhoot State . . .	Sahabpore Kamal to Monghyr Ghât . . .	7th March . . .	...	7' 00"	...			
				Hajepore to Bachhwara . . .	1st April . . .	...	41' 46"	...			
				Hajepore branch loop line . . .	2nd November . . .	...	3' 31"	...	...	120' 34"	...
19	(a)	Jodhpur-Bikaner.	{ Jodhpur State Government of India.	Barmer to the Jodhpur frontier.	22nd December . . .	...	74' 44"	...			
	(c)			Shudipalli to the Jodhpur frontier.	22nd December . . .	...	68' 49"	...	...	142' 93"	...
24	(a)	South Indian . . .	South Indian	From Madras Station to Beach Station.	15th January . . .	...	0' 11"	...			
				Mile 120' 25 near Cuddalore to Capper Quarry.	15th April . . .	...	0' 86"	...	...	0' 97"	...
				Sodaw to Maymyo . . .	1st April . . .	...	26' 10"	...			
25	(a)	Burma . . .	Burma . . .	Sagaing to Alon . . .	15th April . . .	...	70' 46"	...			
				Maymyo to Nawnghkio . . .	20th May . . .	...	34' 10"	...	...	130' 66"	...
Total mileage added in 1900 . . .									439' 03"	731' 51"	66' 22"

**Appendix 3.**  
Additions to mileage.

**APPENDIX 3—concluded.**

*Railways opened from the 1st January 1901 up to 30th April 1901.*

(Referred to in paragraphs 7 and 9 of Report).

CLASSIFICATION NO.		Railway administration to which railway has been added.	Name of owning railway.	Section of line added.	Date of opening.	LENGTH.			
						5' 6"	3' 3½"	2' 6"	2' 0"
Main	Sub.								
		MILEAGE ADDED FROM 1ST JANUARY TO 31ST MARCH 1901.							
2	(b)	Eastern Bengal State . . .	Eastern Bengal State.	Raja Bhat Khawa to Jainti.	1st February . .	...	...	9'18	...
4	(a)	Bengal-Nágpur . . .	Bengal-Nágpur.	Santragachi to Shalimar.	15th March . .	3'00	...	...	...
8	(a)	North-Western State . . .	North Western State.	Pesháwar to Jamrud .	1st January . .	11'13	...	...	...
				Hyderabad to Rahoki .	28th March . .	6'04	...	...	...
	(f)		Nowshera-Durgai	Nowshera to Durgai .	1st January . .	...	...	40'44	...
15	(a)	Assam-Bengal . . .	Assam-Bengal .	Lumding to Nasira .	1st January . .	...	142'20	...	...
17	(b)	Bengal and North-Western .	Tirhoot State	Thana Bihpur to Kursela	1st February . .	...	20'72	...	...
				Kursela to Katihár .	7th March . .	...	23'75	...	...
19	(b)	Jodhpur-Bikaner . . .	Bikaner State .	Dulmera to Suratgarh .	1st January . .	...	71'74	...	...
24	(a)	South Indian. . . .	South Indian .	New Beach line . .	1st February . .	...	0'59	...	...
Total mileage added from 1st January to 31st March 1901 .						20'17	259'00	49'02	...
MILEAGE ADDED FROM 1ST TO 30TH APRIL 1901.									
2	(b)	Eastern Bengal State . . .	Eastern Bengal State.	Teesta Bridge and approaches.	1st April . .	...	4'87	...	...
8	(g)	North Western State . . .	Ludhiána-Dhuri-Jakhal.	Ludhiána to Jakhal .	10th April . .	79'61	...	...	...
13	(b)	Bengal-Dooars . . .	Bengal-Dooars extensions.	Mal to Chalsa . .	1st April . .	...	5'00	...	...
Total mileage added from 1st to 30th April 1901 . . .						79'61	9'87	...	...
Grand total mileage open on 30th April 1901 . . .						14,000'73	10,378'42	490'87	255'58
STEAM TRAMWAYS.									
36	(a)	Parlakimedi . . .	Parlakimedi .	Naupada to Parlakimedi.	22nd April . .	...	...	25'00	...

Appendix 4.  
Mileage open yearly.

APPEN

*Railway mileage open for traffic year by year under each railway*

(Referred to in para

N.B.—A reference to Appendix 2 will furnish the key

CLASS : No.	1	2	3	4	5	6	7	8	9		10
Calendar Year.	E. I.	E. B. S.	B. C.	B. N.	E. C.	P. T.	O. & R.	N. W.	G. L. P. (a) to (e).	I. M. (f) to (j)	L. B. & C. I.
1853	...	...	...	...	...	...	...	...	20	...	...
1854	38	...	...	...	...	...	...	...	33	...	...
1855	120	...	...	...	...	...	...	...	49	...	...
1856	120	...	...	...	...	...	...	...	87	...	...
1857	120	...	...	...	...	...	...	...	87	...	...
1858	139	...	...	...	...	...	...	...	193	...	...
1859	286	...	...	...	...	...	...	...	214	...	...
1860	370	...	...	...	...	...	...	...	297	...	35
1861	561	...	...	...	...	...	...	110	438	...	134
1862	877	123	...	...	...	...	...	142	495	...	167
1863	960	136	...	...	...	...	...	142	555	...	185
1864	1,131	140	...	...	...	...	...	142	588	...	306
1865	1,155	140	...	...	...	...	...	350	704	...	306
1866	1,155	140	...	...	...	...	...	350	825	...	306
1867	1,180	140	...	...	...	...	42	403	855	...	306
1868	1,380	140	...	...	...	...	42	403	876	...	307
1869	1,380	140	...	...	...	...	42	621	876	...	307
1870	1,380	140	...	...	...	...	42	663	1,269	...	312
1871	1,530	185	...	...	...	...	42	663	1,290	...	350
1872	1,530	185	...	...	...	...	293	663	1,295	...	389
1873	1,530	187	...	...	...	...	450	663	1,295	...	524
1874	1,530	187	...	...	...	...	540	663	1,313	...	777
1875	1,530	187	...	...	...	2	544	725	1,336	...	917
1876	1,530	187	...	...	...	2	544	767	1,341	...	906
1877	1,530	321	...	...	...	2	544	767	1,341	...	1,001
1878	1,530	419	...	...	...	4	547	1,268	1,487	34	1,098
1879	1,588	430	...	...	...	4	547	1,268	1,494	66	1,237
1880	1,600	430	...	53	...	4	547	1,541	1,494	66	1,412
1881	1,600	454	...	98	...	4	547	1,671	1,494	75	1,760
1882	1,603	483	20	149	...	4	547	1,732	1,494	86	1,775
1883	1,605	504	52	149	...	4	548	1,759	1,494	86	1,866
1884	1,605	519	125	149	...	4	595	1,806	1,494	132	2,123
1885	1,633	606	125	149	...	4	607	1,873	1,494	122	2,187
1886	1,633	607	125	186	...	4	686	1,873	1,493	174	2,188
1888	1,632	645	125	186	...	6	692	2,414	1,493	173	2,208
1887	1,632	672	125	223	...	6	692	2,458	1,493	268	2,213
1889	1,632	746	125	347	...	6	602	2,519	1,493	734	2,219
1890	1,632	764	115	584	...	6	692	2,565	1,493	734	2,246
1891	1,794	777	125	831	...	6	692	2,480	1,492	734	2,313
1892	1,794	812	125	831	...	6	692	2,510	1,490	734	2,313
1893	1,797	834	125	862	174	6	741	2,610	1,490	734	2,355
1894	1,848	835	125	861	354	6	796	2,612	1,490	734	2,445
1895	1,884	836	125	861	427	8	797	2,660	1,490	922	2,445
1896	1,884	837	125	861	512	8	847	2,897	1,491	922	2,505
1897	1,889	840	125	861	547	8	892	3,400	1,491	922	2,585
1898	1,897	883	125	1,067	727	8	1,030	3,400	1,491	970	2,622
1899	1,974	944	125	1,190	803	8	1,030	3,550	1,491	1,238	2,738
1900	2,104	989	125	1,283	808	8	1,149	3,608	1,561	1,339	2,764



## DIX 4.

Appendix 4  
Mileage open yearly.

administration and during the Vicerealty of each Governor General.

graph 10 of Report).

to the code letters used to express railway systems.

11	12	13	14	15	16	17	18	19	20	21	Class- No.
N. G. S.	M.	B. D.	D. S.	A. B.	D.	B. & N. W.	R. & K.	J. B.	U. C.	B. G. J.-P.	Calendar Year.
...	...	...	...	...	...	...	...	...	...	...	1853
...	...	...	...	...	...	...	...	...	...	...	1854
...	...	...	...	...	...	...	...	...	...	...	1855
...	65	...	...	...	...	...	...	...	...	...	1856
...	80	...	...	...	...	...	...	...	...	...	1857
...	95	...	...	...	...	...	...	...	...	...	1858
...	95	...	...	...	...	...	...	...	...	...	1859
...	136	...	...	...	...	...	...	...	...	...	1860
...	296	...	...	...	...	...	...	...	...	...	1861
...	447	...	...	...	...	...	...	...	...	...	1862
...	447	...	...	...	...	...	...	...	...	...	1863
...	569	...	...	...	...	...	...	...	...	...	1864
...	609	...	...	...	...	...	...	...	...	...	1865
...	643	...	...	...	...	...	...	...	...	...	1866
...	643	...	...	...	...	...	...	...	...	...	1867
...	676	...	...	...	...	...	...	...	...	...	1868
...	705	...	...	...	...	...	...	...	...	...	1869
...	781	...	...	...	...	...	...	...	...	...	1870
...	830	...	...	...	...	...	...	...	...	...	1871
...	830	...	...	...	...	...	...	...	...	...	1872
...	858	...	...	...	...	...	...	...	...	...	1873
121	858	...	...	...	...	53	...	...	...	...	1874
121	858	...	...	...	...	43	...	...	...	...	1875
121	858	...	...	...	...	43	...	...	...	...	1876
121	858	...	...	...	...	78	...	...	...	...	1877
121	858	...	...	...	...	85	...	...	...	...	1878
121	858	...	...	...	...	85	...	...	...	...	1879
121	858	...	...	...	...	85	...	...	...	105	1880
121	858	...	...	...	...	85	...	...	...	192	1881
121	861	...	15	...	4	85	...	18	...	192	1882
121	861	...	38	...	5	193	...	18	...	193	1883
121	861	...	69	...	5	301	90	44	...	193	1884
121	861	...	77	...	4	520	90	64	...	193	1885
204	859	...	77	...	5	622	146	64	...	193	1886
204	827	...	77	...	5	635	196	124	...	193	1887
306	838	...	77	...	5	649	195	124	...	209	1888
351	839	...	77	...	5	649	195	124	...	332	1889
354	819	...	77	...	5	699	195	124	...	333	1890
351	839	...	77	...	5	739	252	201	...	333	1891
354	839	...	77	...	5	756	252	364	...	333	1892
445	839	32	77	...	5	756	276	364	...	380	1893
353	840	36	77	...	5	756	285	364	...	380	1894
353	849	36	77	120	5	756	285	364	60	380	1895
353	849	36	77	286	5	820	285	364	60	380	1896
353	849	36	87	301	5	827	285	364	60	434	1897
351	849	36	85	379	5	928	285	406	61	455	1898
505	870	36	85	432	5	1,103	285	473	67	455	1899
735	871	102	85	436	5	1,224	285	609	67	455	1900

**Appendix 4.**  
**Mileage open yearly.**

APPEN

*Railway mileage open for traffic year by year under each railway*

(Referred to in para

N.B — A reference to Appendix 2 will furnish the key

CLASS : No.	22	23	24	25	26	27	28	29	30	31	32
CALENDAR YEAR.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	C. C.	D. H.
1853 . .	...	...	...	...	...	...	...	...	...	...	...
1854 . .	...	...	...	...	...	...	...	...	...	...	...
1855 . .	...	...	...	...	...	...	...	...	...	...	...
1856 . .	...	...	...	...	...	...	...	...	...	...	...
1857 . .	...	...	...	...	...	...	...	...	...	...	...
1858 . .	...	...	...	...	...	...	...	...	...	...	...
1859 . .	...	...	...	...	...	...	...	...	...	...	...
1860 . .	...	...	...	...	...	...	...	...	...	...	...
1861 . .	...	...	48	...	...	...	...	...	...	...	...
1862 . .	...	...	82	...	...	...	...	...	...	...	...
1863 . .	...	...	82	...	...	...	...	...	...	...	...
1864 . .	...	...	82	...	...	...	...	...	...	...	...
1865 . .	...	...	99	...	...	...	...	...	...	...	...
1866 . .	...	...	144	...	...	...	...	...	...	...	...
1867 . .	...	...	160	...	...	...	...	...	...	...	...
1868 . .	...	...	184	...	...	...	...	...	...	...	...
1869 . .	...	...	184	...	...	...	...	...	...	...	...
1870 . .	...	...	184	...	...	...	...	...	...	...	...
1871 . .	...	...	184	...	...	...	...	...	...	...	...
1872 . .	...	...	184	...	...	...	...	...	...	...	...
1873 . .	...	...	184	...	...	...	...	...	...	...	...
1874 . .	...	...	184	...	...	...	...	...	...	...	...
1875 . .	...	...	280	...	...	...	...	...	...	...	...
1876 . .	...	...	473	...	...	...	...	...	...	...	...
1877 . .	...	...	598	161	...	...	...	...	...	...	...
1878 . .	...	...	611	161	...	...	...	...	...	...	...
1879 . .	...	...	639	161	...	...	...	...	...	...	...
1880 . .	...	...	653	167	...	...	...	...	...	...	30
1881 . .	58	...	661	167	...	...	...	...	...	...	49
1882 . .	86	...	661	167	...	...	...	...	...	...	50
1883 . .	87	...	662	167	...	...	...	...	...	...	50
1884 . .	354	...	662	260	...	...	...	...	...	...	51
1885 . .	455	...	662	333	...	...	...	...	...	...	51
1886 . .	618	...	662	331	51	...	...	...	...	7	51
1887 . .	980	41	745	333	68	...	...	...	...	7	51
1888 . .	993	51	745	441	68	...	...	...	...	7	51
1889 . .	1,274	51	745	553	68	...	...	...	...	7	51
1890 . .	1,339	51	787	550	94	...	...	...	...	7	51
1891 . .	1,384	51	909	617	94	...	...	...	...	8	51
1892 . .	1,407	51	1,050	717	94	...	...	...	...	8	51
1893 . .	1,555	51	1,049	730	94	...	...	...	...	8	51
1894 . .	1,553	51	1,103	745	94	...	12	...	...	8	51
1895 . .	1,553	51	1,103	834	94	...	31	...	...	8	51
1896 . .	1,553	51	1,103	886	94	...	31	...	...	8	51
1897 . .	1,553	51	1,103	887	94	22	31	...	...	8	51
1898 . .	1,553	51	1,094	930	94	22	31	...	20	8	51
1899 . .	1,592	51	1,107	993	94	22	31	20	20	8	51
1900 . .	1,592	51	1,110	1,124	94	22	31	20	20	8	51

\* Closed for traffic from the

## DIX 4—concl'd.

Appendix 4.  
Mileage open yearly.

administration and during the Viceroyalty of each Governor General—concl'd.

graph 10 of Report).

to the code letters used to express railway systems.

33	34	35	Total actual mileage opened during the year.	Deduct correc- tions, aban- don- ments, etc. of mileage.	Net mileage open during the year.	Total mileage open for traffic at close of the year.	Viceroy.	STEAM TRAMWAYS.					CLASS: No.
H. A.	H. S.	J.						36 (a) Powayan.	36 (b) Thaton- Duyinzak.	36 (c) Dandot.	Total tramways opened during the year.	Total tramways opened at close of the year.	CALEN- DAR YEAR.
...	...	...	20	...	20	20	Marquis of Dal- housie.	...	...	...	...	...	1853
...	...	...	50	+1	51	71		...	...	...	...	...	1854
...	...	...	99	-1	98	189		...	...	...	...	...	1855
...	...	...	108	...	103	272	Earl Canning	...	...	...	...	...	1856
...	...	...	15	...	15	287		...	...	...	...	...	1857
...	...	...	140	...	140	427		...	...	...	...	...	1858
...	...	...	198	...	198	625		...	...	...	...	...	1859
...	...	...	212	+1	213	838		...	...	...	...	...	1860
...	...	...	748	+1	749	1,587		...	...	...	...	...	1861
...	...	...	746	...	746	2,333	Earl of Elgin	...	...	...	...	...	1862
...	...	...	174	...	174	2,507		...	...	...	...	...	1863
...	...	...	451	...	451	2,958	Lord Lawrence	...	...	...	...	...	1864
...	...	...	405	...	405	3,363		...	...	...	...	...	1865
...	...	...	200	...	200	3,563		...	...	...	...	...	1866
...	...	...	397	-1	396	3,929		...	...	...	...	...	1867
...	...	...	78	+1	79	4,008		...	...	...	...	...	1868
...	...	...	248	-1	247	4,255	Earl of Mayo	...	...	...	...	...	1869
...	...	...	516	...	516	4,771		...	...	...	...	...	1870
...	...	...	302	+1	303	5,074		...	...	...	...	...	1871
...	...	...	303	-8	295	5,369	Lord Northbrook	...	...	...	...	...	1872
...	...	...	327	+1	328	5,697		...	...	...	...	...	1873
...	...	...	477	+52	529	6,226		...	...	...	...	...	1874
...	...	...	368	-51	317	6,543		...	...	...	...	...	1875
...	...	...	319	...	319	6,862	Lord Lytton	...	...	...	...	...	1876
...	...	...	460	...	460	7,322		...	...	...	...	...	1877
...	...	...	900	+1	901	8,223		...	...	...	...	...	1878
...	...	...	269	+6	275	8,498		...	...	...	...	...	1879
...	...	...	668	...	668	9,166		...	...	...	...	...	1880
...	...	...	728	...	728	9,894	Marquis of Ripon	...	...	...	...	...	1881
...	...	...	252	+7	259	10,153		...	...	...	...	...	1882
...	...	...	359	-50	309	10,462		...	...	...	...	...	1883
...	...	12	1,190	-17	1,173	11,635		...	...	...	...	...	1884
...	...	20	643	+1	644	12,279	Earl of Dufferin and Ava.	...	8	...	8	8	1885
...	...	27	643	-34	609	12,888		...	8	...	...	8	1886
...	...	31	1,214	-1	1,213	14,101		...	8	...	...	8	1887
...	...	31	482	-11	471	14,572		...	8	...	...	8	1888
...	...	28	1,326	-16	1,310	15,882	Marquis of Lans- downe.	...	8	2	2	10	1889
...	...	28	498	...	498	16,380		17	8	2	17	27	1890
...	...	28	983	-90	893	17,273		31	8	2	14	41	1891
...	...	28	577	+3	580	17,853		31	8	2	...	41	1892
...	...	28	615	...	615	18,468		31	8	3	1	42	1893
...	...	28	401	-13	388	18,856	Earl of Elgin	39	8	3	8	50	1894
...	...	28	656	-10	646	19,502		39	8	6	3	53	1895
...	...	28	706	+2	707	20,209		39	8	6	...	53	1896
14	17	28	845	+16	861	21,070		39	8	6	...	53	1897
28	19	28	898	+27	925	21,995		39	8	6	...	53	1898
20	20	28	1,484	-4	1,480	23,475	Lord Curzon	39	8	6	...	53	1899
20	20	30	1,237	-5	1,232	24,707		39	8	6	...	53	1900

25th March 1900, and subsequently abandoned.

# Appendix 5: Miles in construction.

## APPENDIX 5.

### Mileage under construction or sanctioned at the close of the Calendar year 1900.

(Referred to in paragraph 11 of Report.)

Note.—Railways opened since close of year are shown in Appendix 3.

CLASSIFICATION No.		Railway administration by which being constructed.	Name of owning railway.	Section of line the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.								REMARKS.	
Main.	Sub.					Mileage sanctioned to be constructed.				Total sanctioned for construction by the railway administration.					
						5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"		
1	(a)	East Indian	East Indian	Barun to Daltonganj, including the colliery branch.	16th May 1897	78.32	...	...	...					Work commenced but stopped for want of funds.	
			East Indian	Shikohabad to Farukhabad.	13th January 1898.	65.82	...	...	...					Not commenced.	
	(e)			Sitarampur to Domohani.	13th January 1899.	6.99	...	...	...					Work commenced.	
	(f)			Rewah State	Rewah to Sutna.	18th May 1897	...	...	31.81	...					Not commenced.
			Kalka-Simla*	Kalka to Simla.	29th June 1898	...	...	...	58.00	151.13	...	31.81	58.00	Work commenced.	
2	(a)	Eastern Bengal State.	Eastern Bengal State.	Panchooria to the Ganges.	12th December 1896.	6.00	...	...	...					Constructed but not opened.	
				Ditto	Teesta bridge and approaches.	15th July 1897	...	4.87							Since opened.
	(b)				Teesta to Dhubri	13th September 1899.	...	36.83	...	...					Work commenced.
					Raja Bhat Khawa to Jainti.	20th December 1897.	...	...	9.18	...	6.00	48.70	9.18	...	Since opened.
3	(a)	Bengal Central	Bengal Central	Dum Dum Cantonment to Patti-pooker.	2nd July 1899	2.68	...	...	...	2.68	...	...	...	Work commenced.	
4	(a)	Bengal-Nagpur	Bengal-Nagpur	Santragachi to Shalimar.	21st August 1895.	3.00	...	...	...					Since opened.	
				Right bank of the Cosaye river to Midnapore.	30th December 1898.	1.50	...	...	...					Work commenced.	
				Midnapore to Bujudih.	1st June 1899	114.77	...	...	...	119.27	...	...	...	Not commenced.	
5	(a)	North Western State.	North Western State.	Peshawar to Jamrud.	30th August 1899.	11.13	...	...	...					Since opened.	
				Hyderabad to Rahoki.	...	6.04	...	...	...					Since opened.	
	(b)			Southern Panjab	Entrance into Delhi station.	21st August 1895.	0.79	...	...	...					Not commenced.
	(f)		Nowshera-Durgai	Nowshera to Durgai.	15th May 1899	...	...	40.44	...					Since opened.	
	(g)		Ludhiana-Dhuri-Jakhal.	Ludhiana to Jakhal.	6th October 1899.	79.61	...	...	...					Since opened.	
	(h)		Khusalgarh-Kohat-Thal.	Khusalgarh to Thal.	31st October 1900.	...	...	88.12	...	97.57	...	128.56	...	Work commenced.	
		Not settled	Agra-Delhi Chord	Agra to Delhi.	15th September 1898	121.16	...	...	...	121.16	...	...	...	Not commenced.	
10	(l)	Bombay, Baroda and Central India.	Petlad-Cambay	Petlad to Cambay	4th July 1899	20.75	...	...	...					Work commenced.	
(m)	Jaipur State		Sanganer to Siwai Madhopur.	2nd December 1897.	...	72.85	...	...					Work commenced.		
(n)	Vijapur-Kalol		Vijapur to Kalol.	23rd May 1899	...	29.60	...	...	20.75	102.45	...	...	Work commenced.		
12	(a)	Madras	Madras	Calicut to Ashikal	6th May 1897	59.75	...	...	...					Work commenced.	
	(d)		Shoranur-Cochin	Shoranur to Cochin.	23rd February 1899.	...	64.68	...	...	59.75	64.68	...	...	Work commenced.	
						Carried over				578.31	210.89	169.55	58.00		

\* The Kalka-Simla railway is actually being constructed by the Kalka-Simla Railway Company.

† Excluding the section of the Kaunia-Dharila line from Teesta to Moghal Hat (2' 6" gauge, 12.23 miles). which was converted to the 3' 3½" gauge and opened on the 1st April 1901.

APPENDIX 5—*concid.*Appendix 5.  
Miles in construction.*Mileage under construction or sanctioned at the close of the Calendar year 1900.*

(Referred to in paragraph 11 of Report).

Note.—Railways opened since close of year are shown in Appendix 3.

CLASSIFICATION No.		Railway administration by which being constructed.	Name of owning railway.	Section of line the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.								REMARKS.	
						Mileage sanctioned to be constructed.				Total sanctioned for construction by the railway administration.					
Main.	Sub.					5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"		
						Brought forward				578.31	210.88	169.55	58.00		
13	(b)	Bengal Doars	Bengal Doars extensions.	Mal to Hantupara	2nd March 1898.	...	44.00	...	...	...	...	...	...	Portion since opened.	
				Dam Dim to Bagrakote.	2nd March 1898.	...	6.56	...	...	...	50.56	...	...	Work commenced.	
15	(a)	Assam-Bengal	Assam-Bengal	Damcham to Tinsukia.	28th May 1891	...	308.19	...	...	...	308.19	...	...	Portion since opened.	
17	(a)	Bengal and North-Western	Bengal and North-Western.	Axamgarh to Shahganj	18th May 1897	...	38.00	...	...	...	...	...	...	Not commenced.	
	(b)		Tirhoot State	Thanah-Bihpur to Katihar	...	...	44.47	...	...	...	...	...	...	...	Since opened.
				Sakri to Jainagar	1st June 1899	...	30.47	...	...	...	107.94	...	...	Not commenced.	
				Dulmeria o Lankarana	27th January 1898.	...	8.21	...	...	...	...	...	...	Since opened.	
19	(b)	Jodhpur-Bikaner	Bikaner State	Lankarana to Suratgarh.	9th February 1899.	...	68.58	...	...	...	...	...	...	Since opened.	
				Suratgarh to Bhātinda.	15th July 1899	...	88.00	...	...	...	156.74	...	...	Work commenced.	
				Madura to Toni Torai.	21st April 1899	...	91.33	...	...	...	...	...	...	Work commenced.	
24	(a)	South Indian	South Indian	Matunandal to Sivagunga.	21st April 1899	...	9.00	...	...	...	...	...	...	Work commenced.	
				Tinnevely-Quilon (Travancore) branch (British section).	21st April 1899	...	46.47	...	...	...	...	...	...	...	Work commenced.
	(b)		Máyavaram-Mutpet.	Mutpet to Arantangi.	15th November 1900.	...	51.01	...	...	...	...	...	...	...	Work commenced.
	(e)		Travancore State	Tinnevely-Quilon (Travancore) branch (Native state section)	21st April 1899	...	56.86	...	...	...	254.67	...	...	Work commenced.	
25	(a)	Burma	Burma	Nawngkio to the right bank of the Salween river.	16th October 1895.	...	149.79	...	...	...	...	...	...	Work commenced.	
				Letpadan to Bassein.	7th September 1899.	...	119.01	...	...	...	268.80	...	...	Work commenced.	
27	(a)	Bárai Light	Bárai Light	Bárai Junction to Pandharpur.	6th January 1898.	...	...	38.16	...	...	...	...	...	Not commenced.	
				Barsi Town to Tadwala.	20th November 1900.	...	...	28.00	...	...	...	61.16	...	Not commenced.	
Total mileage sanctioned and still remaining to be constructed on 31st December 1900										578.31	1,360.73	230.71	58.00		
STEAM TRAMWAYS.															
36	(d)	Madura District Board.	Madura District Board.	Ammayanayakkar to Kotagudi.	30th May 1899	...	...	55.00	...	...	...	...	...	Work commenced.	
				Periyakulam to Krishna-Manaik's tope.	30th May 1899	...	...	5.00	...	...	...	...	...	Work commenced.	
				Theni to Karuvannath.	30th May 1899	...	...	33.00	...	...	...	93.00	...	Work commenced.	
	(e)	Parlakimedi	Parlakimedi	Naupada to Parlakimedi.	28th April 1899	...	...	25.00	...	...	...	25.00	...	Since opened.	
Total mileage sanctioned and still remaining to be constructed on 31st December 1900										...	...	118.00	...		

\* Including salt sidings and quarry branch.

Appendix 6.  
Weekly earnings.

APPEN

Gross earnings (average) of individual  
and  
Proportion of working expenses

(Referred to in paragraph  
N. B.—(1) When figures cease to be shown under any railway it is to be understood that such  
(2)—This appendix excludes steam-boat

RAILWAY.	EAST INDIAN RAILWAY SYSTEM.													
	(a) EAST INDIAN.								(b) Delhi-Umballa- Kalka, 5' 6".		(c) South Behar, 5' 6".		(d) Tarkessur, 5' 6".	
	East Indian, 5' 6".		Patna-Gya, 5' 6".		Nalhati, 4' 0".		Dildarnagar- Ghazipur, 5' 6".		Earnings per mile per week.	Pro : of exp : to earnings.	Earnings per mile per week.	Pro : of exp : to earnings.	Earnings per mile per week.	Pro : of exp : to earnings.
	Earnings per mile per week.	Pro : of exp : to earnings.	Earnings per mile per week.	Pro : of exp : to earnings.	Earnings per mile per week.	Pro : of exp : to earnings.	Earnings per mile per week.	Pro : of exp : to earnings.						
1853 . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1854 . .	131	62'18	...	...	...	...	...	...	...	...	...	...	...	...
1855 . .	108	51'97	...	...	...	...	...	...	...	...	...	...	...	...
1856 . .	167	40'62	...	...	...	...	...	...	...	...	...	...	...	...
1857 . .	232	38'12	...	...	...	...	...	...	...	...	...	...	...	...
1858 . .	279	46'49	...	...	...	...	...	...	...	...	...	...	...	...
1859 . .	253	44'77	...	...	...	...	...	...	...	...	...	...	...	...
1860 . .	231	48'36	...	...	...	...	...	...	...	...	...	...	...	...
1861 . .	240	46'49	...	...	...	...	...	...	...	...	...	...	...	...
1862 . .	192	53'81	...	...	...	...	...	...	...	...	...	...	...	...
1863 . .	222	55'01	...	...	...	...	...	...	...	...	...	...	...	...
1864 . .	253	50'79	...	...	36	48'88	...	...	...	...	...	...	...	...
1865 . .	311	44'82	...	...	41	63'28	...	...	...	...	...	...	...	...
1866 . .	374	44'24	...	...	36	105'15	...	...	...	...	...	...	...	...
1867 . .	369	48'91	...	...	45	68'81	...	...	...	...	...	...	...	...
1868 . .	346	44'88	...	...	57	83'60	...	...	...	...	...	...	...	...
1869 . .	399	44'42	...	...	60	59'64	...	...	...	...	...	...	...	...
1870 . .	424	43'68	...	...	60	48'77	...	...	...	...	...	...	...	...
1871 . .	338	43'36	...	...	55	58'07	...	...	...	...	...	...	...	...
1872 . .	368	41'44	...	...	53	57'14	...	...	...	...	...	...	...	...
1873 . .	382	38'75	...	...	60	60'06	...	...	...	...	...	...	...	...
1874 . .	474	35'70	...	...	61	67'22	...	...	...	...	...	...	...	...
1875 . .	374	39'58	...	...	57	76'42	...	...	...	...	...	...	...	...
1876 . .	452	35'08	...	...	54	111'15	...	...	...	...	...	...	...	...
1877 . .	565	31'69	...	...	64	100'47	...	...	...	...	...	...	...	...
1878 . .	507	35'63	...	...	64	79'41	...	...	...	...	...	...	...	...
1879 . .	552	32'81	121	55'84	65	67'56	...	...	...	...	...	...	...	...
1880 . .	549	32'98	162	56'13	49	105'33	56	128'33	...	...	...	...	...	...
1881 . .	578	31'81	173	65'11	47	79'20	63	99'52	...	...	...	...	...	...
1882 . .	611	36'90	184	60'51	51	73'05	73	85'24	...	...	...	...	...	...
1883 . .	630	36'91	158	51'93	57	69'63	80	49'87	...	...	...	...	...	...
1884 . .	558	37'58	174	57'48	55	90'84	75	58'37	...	...	...	...	...	...
1885 . .	589	35'22	174	52'52	54	82'08	75	52'28	...	...	...	...	227	52'57
1886 . .	591	34'58	180	52'01	59	85'29	76	52'05	...	...	...	...	215	52'15
1887 . .	583	31'42	178	46'53	65	70'57	77	46'45	...	...	...	...	228	49'86
1888 . .	567	33'12	168	47'97	74	78'39	74	91'13	...	...	...	...	242	51'10
1889 . .	557	34'49	175	48'70	73	78'18	...	...	...	...	...	...	246	55'51
1890 . .	538	31'21	174	45'80	71	78'01	...	...	...	...	...	...	248	49'64
1891 . .	615	27'12	204	42'76	66	62'97	...	...	128	48'00	...	...	264	46'42
1892 . .	587	27'89	193	42'94	...	...	...	...	129	48'00	...	...	254	47'28
1893 . .	584	27'36	...	...	...	...	...	...	143	48'00	...	...	245	46'86
1894 . .	604	30'77	...	...	...	...	...	...	159	48'00	...	...	265	48'96
1895 . .	603	30'92	...	...	...	...	...	...	174	48'00	...	...	267	48'37
1896 . .	597	31'77	...	...	...	...	...	...	158	48'00	...	...	271	49'88
1897 . .	649	29'29	...	...	...	...	...	...	186	48'20	...	...	270	48'01
1898 . .	658	31'61	...	...	...	...	...	...	191	48'00	...	...	272	49'54
1899 . .	697	32'71	...	...	...	...	...	...	172	48'00	101	35'00	267	50'58
1900 . .	708	34'31	...	...	...	...	...	...	167	48'00	114	35'00	288	51'61

\* Converted to 5' 6" gauge in 1892.

## DIX 6

Appendix 6.  
Weekly earnings.

railways per mile per week

to gross earnings.

14 of Report.)

railway has been amalgamated with the system by which it has been worked.  
earnings and expenses..

EASTERN BENGAL STATE RAILWAY SYSTEM.																		RAILWAY.
(a) EASTERN AND SOUTHERN SECTIONS.				(b) NORTHERN, BEHAR AND DACCA SECTIONS.								(c) Brahmaputra- Sultanpur 3' 3½".		(d) Mymensingh- Jalalpur-Jagan- nathan, 3' 3½".		(e) Cooch Behar, 2' 6".		Calendar year.
Eas- ern and Southern sections. 5' 6".	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Northern Bengal State, 3' 3½".	Pro: of exp: to earn- ings.	Kaunia- Dharila, 3' 6".	Pro: of exp: to earn- ings.	Northern and Be- har sections 3' 3½" gauge, including Kaunia-Dharila and Santabrari est. 3' 6" gauge.	Pro: of exp: to earn- ings.	Dacca section, 3' 3½".	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1853
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1854
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1855
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1856
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1857
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1858
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1859
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1860
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1861
94	55'59	36	128'39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1862
149	48'43	38	111'07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1863
175	53'67	53	137'03	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1864
233	48'98	75	114'32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1865
243	51'05	79	118'59	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1866
279	45'71	64	133'66	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1867
308	46'33	60	173'12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868
313	50'29	55	145'54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869
335	55'69	55	104'68	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870
270	56'01	40	90'82	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1871
344	66'60	40	92'07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872
377	49'08	70	102'56	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1873
433	52'18	68	78'35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1874
356	62'16	71	80'48	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1875
401	43'66	68	108'62	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1876
529	39'43	79	81'74	20	140'20	...	...	...	...	...	...	...	...	...	...	...	...	1877
512	41'46	83	75'08	81	71'06	...	...	...	...	...	...	...	...	...	...	...	...	1878
494	43'79	92	66'44	101	91'94	...	...	...	...	...	...	...	...	...	...	...	...	1879
540	42'85	98	71'32	114	58'95	...	...	...	...	...	...	...	...	...	...	...	...	1880
621	30'35	104	66'43	137	51'14	...	...	...	...	...	...	...	...	...	...	...	...	1881
611	38'69	130	97'42	160	49'02	25	92'97	...	...	...	...	...	...	...	...	...	...	1882
466	45'62	109	51'97	169	47'91	33	81'49	...	...	...	...	...	...	...	...	...	...	1883
...	...	...	...	156	68'63	39	78'26	...	...	...	...	...	...	...	...	...	...	1884
380	59'05	†	†	153	68'85	31	107'29	...	...	47	141'12	...	...	...	...	...	...	1885
403	61'53	...	...	189	51'40	29	122'87	...	...	56	111'47	...	...	...	...	...	...	1886
268	51'61	...	...	†	†	†	†	...	...	1	†	...	...	...	...	...	...	1887
546	43'84	...	...	...	...	...	...	143	49'63	†	†	...	...	...	...	...	...	1888
563	39'23	...	...	...	...	...	...	147	47'76	†	†	...	...	...	...	...	...	1889
591	42'43	...	...	...	...	...	...	153	48'92	†	†	...	...	...	...	...	...	1890
562	41'63	...	...	...	...	...	...	181	50'69	93	62'10	...	...	...	...	...	...	1891
562	41'41	...	...	...	...	...	...	165	43'50	85	64'40	...	...	...	...	...	...	1892
599	40'87	...	...	...	...	...	...	182	41'77	96	62'41	...	...	...	...	...	...	1893
601	38'58	...	...	...	...	...	...	191	35'93	112	54'46	...	...	...	...	...	...	1894
649	34'61	...	...	...	...	...	...	199	36'93	120	51'49	...	...	...	...	...	...	1895
676	39'46	...	...	...	...	...	...	212	36'65	115	53'27	...	...	...	...	...	...	1896
678	45'27	...	...	...	...	...	...	195	39'93	114	55'92	...	...	...	...	...	...	1897
652	41'68	...	...	...	...	...	...	201	42'28	129	51'68	...	...	...	...	...	...	1898
649	48'91	...	...	...	...	...	...	218	40'31	131	55'78	38	45'00	35	45'00	53	47'95	1899
689	47'43	...	...	...	...	...	...	245	38'78	146	58'83	59	45'00	58	45'00	50	49'42	1900

\* Information not available.

† Included with the Eastern and Southern sections.

‡ Included with the Eastern and Southern sections for this year.

§ Included with the Northern and Behar sections.

P. T. O.

# Appendix 6. Weekly earnings.

APPEN

Gross earnings (average) of individual  
and

Proportion of working expenses

(Referred to in paragraph

N.B.—(1) When figures cease to be shown under any railway it is to be understood that such

(2)—This appendix excludes steam-boat

RAILWAY.	3 BENGAL CENTRAL 5' 6".		4 BENGAL-NÁGPUR RAILWAY SYSTEM.						5 EAST COAST STATE, 5' 6".		6 CALCUTTA PORT COMMISSIONERS, 5' 6".		7 ODDH AND ROHILKHAND STATE RAILWAY SYSTEM.			
			Nágpur- Chattisgarh, 5' 6".		Katni-Umaria, 5' 6".		(a) and (b) Bengal-Nágpur 5' 6" and 2' 6".						(a) Oodh and Rohilkhand State, 5' 6".		(b) Hardwar-Dehra, 5' 6".	
	Calendar year.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	
1853	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1854	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1855	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1856	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1857	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1858	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1859	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1860	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1861	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1862	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1863	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1864	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1865	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1866	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1867	...	...	...	...	...	...	...	...	...	...	...	74	106.97	...	...	
1868	...	...	...	...	...	...	...	...	...	...	...	120	64.54	...	...	
1869	...	...	...	...	...	...	...	...	...	...	...	97	81.74	...	...	
1870	...	...	...	...	...	...	...	...	...	...	...	112	227.93	...	...	
1871	...	...	...	...	...	...	...	...	...	...	...	117	69.31	...	...	
1872	...	...	...	...	...	...	...	...	...	...	...	56	68.58	...	...	
1873	...	...	...	...	...	...	...	...	...	...	...	56	72.91	...	...	
1874	...	...	...	...	...	...	...	...	...	...	...	72	64.41	...	...	
1875	...	...	...	...	...	...	...	...	...	...	...	97	59.71	...	...	
1876	...	...	...	...	...	...	...	...	...	...	...	120	63.93	...	...	
1877	...	...	...	...	...	...	...	...	...	...	...	153	52.38	...	...	
1878	...	...	...	...	...	...	...	...	...	...	...	163	54.23	...	...	
1879	...	...	...	...	...	...	...	...	...	...	...	153	58.11	...	...	
1880	...	...	...	...	...	...	...	...	...	...	...	157	57.25	...	...	
1881	...	...	...	...	...	...	...	...	...	...	...	173	59.91	...	...	
1882	...	...	...	...	...	...	...	...	...	...	...	185	65.77	...	...	
1883	...	...	...	...	...	...	...	...	...	...	...	192	54.54	...	...	
1884	...	...	...	...	...	...	...	...	...	...	...	182	55.90	...	...	
1885	...	...	...	...	...	...	...	...	...	...	...	176	65.59	...	...	
1886	...	...	...	...	...	...	...	...	...	...	...	184	56.02	...	...	
1887	...	...	...	...	...	...	...	...	...	...	...	186	52.83	...	...	
1888	...	...	...	...	...	...	...	...	...	...	...	197	57.38	...	...	
1889	...	...	...	...	...	...	...	...	...	...	...	†	†	209	44.24	
1890	...	...	...	...	...	...	...	...	...	...	...	†	†	205	49.14	
1891	...	...	...	...	...	...	...	...	...	...	...	†	†	238	42.29	
1892	...	...	...	...	...	...	...	...	...	...	...	838	51.68	237	41.28	
1893	...	...	...	...	...	...	...	...	...	...	...	939	61.59	239	42.44	
1894	...	...	...	...	...	...	...	...	...	...	...	1,000	57.31	262	45.47	
1895	...	...	...	...	...	...	...	...	...	...	...	874	54.29	248	48.95	
1896	...	...	...	...	...	...	...	...	...	...	...	995	50.33	209	49.97	
1897	...	...	...	...	...	...	...	...	...	...	...	887	62.21	185	56.39	
1898	...	...	...	...	...	...	...	...	...	...	...	966	65.07	190	46.12	
1899	...	...	...	...	...	...	...	...	...	...	...	1,007	56.90	208	45.45	
1900	...	...	...	...	...	...	...	...	...	...	...	1,202	67.48	211	51.44	

\* Converted to 5' 6" gauge in 1888.  
† Information not available.



DIX 6—contd.

Appendix 6.  
Weekly earnings.

railways per mile per week

to gross earnings.

14 of Report.)

railway has been amalgamated with the system by which it has been worked.  
earnings and expenses.

8 NORTH WESTERN STATE RAILWAY SYSTEM.																						
(a) NORTH WESTERN STATE.														(b) Southern Punjab, 5' 6".		(c) Rajputra- Bhatinda, 5' 6".		(d) Hyderabad- Shadipalli, 5' 6".		(e) Jammu and Kashmir (Native state section) 5' 6".		RAILWAYS.  Calendar year.
Sind-Punjab and Dehli, 5' 6".		Punjab Northern, 5' 6".		Indus Valley and Kandahar, 5' 6".		Amritsar- Pathankot, 5' 6".		North Western.						Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	
Commercial section.		Military section		Entire line.																		
Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Calendar year.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1853
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1854
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1855
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1856
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1857
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1858
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1859
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1860
8	97'28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1861
112	79'59	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1862
171	83'04	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1863
170	87'26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1864
101	82'18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1865
116	76'15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1866
121	89'08	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1867
112	95'69	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868
117	80'70	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869
140	76'16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870
122	99'08	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1871
134	85'77	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872
154	68'67	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1873
191	55'35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1874
161	64'08	61	63'41	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1875
186	67'03	101	77'27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1876
241	55'07	130	86'81	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1877
234	60'51	169	99'36	56	123'15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1878
317	55'58	345	79'52	121	80'39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1879
352	52'47	360	83'25	209	70'12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1880
285	67'88	198	82'64	155	78'56	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1881
285	64'80	151	83'74	141	69'87	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1882
296	56'08	144	81'28	203	54'63	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1883
290	60'85	139	72'34	210	48'07	67	85'78	...	...	...	...	...	...	...	...	17	109'72	...	...	...	...	1884
373	57'27	165	62'69	309	39'94	84	80'28	...	...	...	...	...	...	...	...	59	106'09	...	...	...	...	1885
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	79	78'62	...	...	...	...	1886
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	†	†	...	...	...	...	1887
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	†	†	...	...	...	...	1888
...	...	...	...	...	...	...	...	294	56'31	90	107'29	226	63'47	...	...	74	55'00	...	...	...	...	1889
...	...	...	...	...	...	...	...	283	54'69	88	110'31	219	62'53	...	...	101	55'00	...	...	†	†	1890
...	...	...	...	...	...	...	...	344	54'89	88	122'40	261	62'74	...	...	128	55'00	...	...	†	†	1891
...	...	...	...	...	...	...	...	280	55'20	70	131'42	208	64'05	...	...	100	55'00	29	105'87	†	†	1892
...	...	...	...	...	...	...	...	313	60'06	74	119'14	229	66'43	...	...	122	55'00	43	87'41	†	†	1893
...	...	...	...	...	...	...	...	347	52'92	54	123'39	253	60'17	...	...	224	55'00	47	75'17	†	†	1894
...	...	...	...	...	...	...	...	379	46'65	77	116'39	274	53'20	...	...	235	55'00	55	72'28	†	†	1895
...	...	...	...	...	...	...	...	292	54'61	78	98'44	220	59'58	...	...	178	55'00	61	65'67	†	†	1896
...	...	...	...	...	...	...	...	309	51'89	53	94'00	22	54'35	35	52'00	124	55'00	67	71'04	†	†	1897
...	...	...	...	...	...	...	...	401	46'44	67	94'64	255	50'59	67	52'00	125	55'00	73	68'49	58	55'50	1898
...	...	...	...	...	...	...	...	366	52'40	60	107'61	232	54'37	63	52'00	122	55'00	74	60'73	62	55'50	1899
...	...	...	...	...	...	...	...	275	52'18	60	107'61	201	57'84	74	52'00	125	55'00	65	60'72	67	55'50	1900

\* This line which was originally constructed on the 3' 31" gauge was converted to 5' 6" gauge in 1878.

† Included with the North Western State railway.

# Appendix 6. Weekly earnings.

APPEN

## Gross earnings (average) of individual and Proportion of working expenses

(Referred to in paragraph  
N. B.—(1) When figures cease to be shown under any railway it is to be understood that such  
(2)—This appendix excludes steam-boat

### GREAT INDIAN PENINSULA RAILWAY SYSTEM.

Railway.	(a)		(b)		(c)		(d)		(e)		(f) INDIAN MIDLAND.				(g)		(h)		(i) BHOPAL-ITANSI.				(j)	
	Great Indian Peninsula, 5' 6".		Dhond-Maurad 5' 6".		Wardha Coal, 5' 6".		Khamgaon, 5' 6".		Amraoti, 5' 6".		Sindia, 5' 6".		Indian Midland, 5' 6".		Bina-Goonabaran, 5' 6".		Bhopal-Ujjain, 5' 6".		British section, 5' 6".		Native state section, 5' 6".		Gwalior Light, 2' 6".	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
1853.	119	45'90	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1854.	88	60'81	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1855.	89	70'21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1856.	113	42'17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1857.	158	45'27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1858.	173	42'19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1859.	172	51'19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1860.	144	60'97	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1861.	139	76'35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1862.	149	62'02	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1863.	175	67'55	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1864.	119	72'07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1865.	414	56'54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1866.	357	58'07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1867.	358	55'60	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1868.	357	61'80	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1869.	248	67'79	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1870.	300	62'25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1871.	307	63'03	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1872.	284	64'25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1873.	284	64'09	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1874.	303	59'17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1875.	324	47'28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1876.	309	47'60	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1877.	402	43'30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1878.	420	48'91	24	131'01	54	93'84	191	40'65	286	43'74	54	133'30	...	...	...	...	...	...	...	...	...	...	...	...
1879.	393	59'54	62	105'92	69	81'64	146	100'60	224	76'86	30	134'95	...	...	...	...	...	...	...	...	...	...	...	...
1880.	372	53'49	91	87'31	65	152'90	98	84'44	163	92'65	58	88'05	...	...	...	...	...	...	...	...	...	...	...	...
1881.	425	40'40	...	...	197	104'35	...	...	...	...	81	77'35	...	...	...	...	...	...	...	...	...	...	...	...
1882.	470	43'00	...	...	255	76'80	...	...	...	...	85	71'99	...	...	...	...	...	...	...	...	...	...	...	...
1883.	461	48'67	109	76'65	126	50'80	151	64'14	308	53'84	87	52'82	...	...	...	...	...	...	...	...	...	...	...	...
1884.	501	52'31	116	76'77	121	64'80	113	72'16	246	55'49	95	53'14	...	...	...	...	...	...	...	...	...	...	...	...
1885.	467	50'46	...	...	108	80'66	...	...	...	...	101	49'33	...	...	...	...	...	...	...	...	...	...	...	...
1886.	503	46'49	...	...	114	92'23	...	...	...	...	101	49'69	56	82'03	...	...	...	...	...	...	...	...	...	...
1887.	511	46'84	...	...	125	84'76	...	...	...	...	117	46'62	81	80'63	...	...	...	...	...	...	...	...	...	...
1888.	526	46'56	...	...	135	74'21	...	...	...	...	95	47'74	99	72'53	...	...	...	...	...	...	...	...	...	...
1889.	494	51'42	...	...	142	51'24	...	...	...	...	...	...	92	77'32	...	...	...	...	...	...	...	...	...	...
1890.	501	49'80	...	...	140	63'46	...	...	...	...	...	...	81	80'80	...	...	...	...	...	...	...	...	...	...
1891.	584	48'25	...	...	...	...	...	...	...	...	...	...	115	67'51	...	...	...	...	...	...	...	...	...	...
1892.	525	49'53	...	...	...	...	...	...	...	...	...	...	124	61'45	...	...	...	...	...	...	...	...	...	...
1893.	501	53'57	...	...	...	...	...	...	...	...	...	...	123	61'87	...	...	...	...	...	...	...	...	...	...
1894.	461	55'18	...	...	...	...	...	...	...	...	...	...	144	57'83	...	...	...	...	...	...	...	...	...	...
1895.	436	56'18	...	...	...	...	...	...	...	...	...	...	124	63'30	19	54'42	2	50'00	209	67'68	138	67'67	...	...
1896.	441	55'20	...	...	...	...	...	...	...	...	...	...	134	58'41	24	59'60	63	51'17	241	61'75	157	61'63	...	...
1897.	36	66'96	...	...	...	...	...	...	...	...	...	...	110	56'16	27	57'57	63	50'40	223	59'84	144	59'84	...	...
1898.	45	59'49	...	...	...	...	...	...	...	...	...	...	147	55'35	35	55'36	71	50'82	284	58'81	181	58'90	...	...
1899.	46	55'76	...	...	...	...	...	...	...	...	...	...	152	57'03	43	52'83	99	52'28	307	59'89	194	59'88	6	258'32
1900.	43	52'49	...	...	...	...	...	...	...	...	...	...	813	46'23	57	49'25	161	50'79	375	50'12	232	50'06	13	100'16

\* Included with the Great Indian Peninsula railway.

† Represent earnings and expenses of both sections of the Bhopal-Itansi railway.

## DIX 6—contd.

Appendix 6.  
Weekly earnings.

## railways per mile per week

## to gross earnings.

14 of Report.)

railway has been amalgamated with the system by which it has been worked.  
earnings and expenses.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM.																					
(a) Bombay, Baroda and Central India, 5' 6".		(b) Tapti Valley, 5' 6".		(c) Gackwar's Petlad, 5' 6".		(d) Nagda-Ujjain, 5' 6".		(e) Godhra-Rotlam- Nagda, 5' 6".		(f) RAJPUTANA-MALWA.										Rail- way.	
										Rajputana- Malwa, 3' 3½".		Holkar and Sindia- Neemuch, 3' 3½".		Western Rajputana, 3' 3½".		Bewari-Feroze- pore, 3' 3½".		Muttra-Hath- ras, 3' 3½".			
Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Calen- dar year.	
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49	70'17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1860
73	54'97	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1861
94	50'14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1862
138	49'51	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1863
156	85'33	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1864
223	63'83	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1865
278	71'93	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1866
291	66'56	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1867
287	73'66	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868
307	74'32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869
327	60'54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870
300	59'98	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1871
290	59'97	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872
260	59'23	...	...	...	...	...	...	...	...	32	96'59	...	...	...	...	...	...	...	...	...	1873
265	52'12	...	...	...	...	...	...	...	...	69	80'37	60	84'02	...	...	...	...	...	...	...	1874
285	54'41	...	...	...	...	...	...	...	...	98	64'04	123	91'71	...	...	...	...	108	58'18	...	1875
296	54'74	...	...	...	...	...	...	...	...	114	65'40	99	92'87	...	...	...	...	55	57'74	...	1876
345	41'97	...	...	...	...	...	...	...	...	130	67'99	86	76'86	...	...	...	...	66	54'86	...	1877
298	46'61	...	...	...	...	...	...	...	...	136	61'97	122	67'50	...	...	...	...	65	53'33	...	1878
309	46'97	...	...	...	...	...	...	...	...	153	66'74	128	74'53	86	86'08	...	...	83	54'97	...	1879
355	52'57	...	...	...	...	...	...	...	...	152	66'88	118	74'74	151	85'79	...	...	89	57'35	...	1880
423	41'04	...	...	...	...	...	...	...	...	189	60'41	132	69'11	...	...	...	...	90	69'19	...	1881
427	50'72	...	...	...	...	...	...	...	...	188	53'07	...	...	...	...	...	...	84	76'97	...	1882
497	43'08	...	...	...	...	...	...	...	...	219	52'18	...	...	...	...	...	...	...	...	...	1883
509	42'95	...	...	...	...	...	...	...	...	223	56'92	...	...	...	...	...	...	75	81'28	...	1884
548	42'98	...	...	...	...	...	...	...	...	224	52'81	...	...	...	...	...	...	96	67'28	...	1885
564	41'12	...	...	...	...	...	...	...	...	212	50'27	...	...	...	...	...	...	...	...	...	1886
508	41'89	...	...	...	...	...	...	...	...	191	50'84	...	...	...	...	...	...	...	...	...	1887
532	44'11	...	...	...	...	...	...	...	...	215	48'26	...	...	...	...	...	...	...	...	...	1888
552	42'44	...	...	...	...	...	...	...	...	230	45'82	...	...	...	...	...	...	...	...	...	1889
540	42'06	...	...	71	36'08	...	...	...	...	200	50'41	...	...	...	...	...	...	...	...	...	1890
590	41'23	...	...	85	38'51	...	...	...	...	251	43'47	...	...	...	...	...	...	...	...	...	1891
594	42'34	...	...	88	43'25	...	...	...	...	257	41'01	...	...	...	...	...	...	...	...	...	1892
630	36'55	...	...	92	36'47	...	...	50	41'61	259	41'12	...	...	...	...	...	...	...	...	...	1893
665	36'85	...	...	100	36'79	...	...	106	40'64	285	38'19	...	...	...	...	...	...	...	...	...	1894
732	37'69	...	...	106	36'96	...	...	184	57'01	269	40'29	...	...	...	...	...	...	...	...	...	1895
676	45'07	...	...	169	29'52	49	56'36	189	62'27	227	44'35	...	...	...	...	...	...	...	...	...	1896
595	54'40	...	...	93	47'56	58	54'36	146	72'02	212	46'60	...	...	...	...	...	...	...	...	...	1897
662	44'84	18	48'70	74	44'92	73	44'83	181	51'14	241	42'83	...	...	...	...	...	...	...	...	...	1898
729	46'81	71	47'40	102	44'37	83	47'18	172	58'34	285	42'06	...	...	...	...	...	...	...	...	...	1899
734	52'50	84	44'00	127	52'86	141	51'96	219	46'84	317	43'18	...	...	...	...	...	...	...	...	...	1900

Appendix 6.  
Weekly earnings.

APPEN

Gross earnings (average) of individual  
and

Proportion of working expenses

(Referred to in paragraph

N. B.—(1) When figures cease to be shown under any railway it is to be understood that such

(2)—This appendix excludes steam-boat

Railway.	10 BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM— <i>consid.</i>																11 NIZAM'S GUARANTEED STATE RAILWAY SYSTEM.			
	(f) RAJPUTANA-MALWA— <i>consid.</i>						(g) Gackwar's Mehadna, 3' 3½".		(h) Ahmedabad- Parantij, 3' 3½".		(i) Palampur- Deesa, 3' 3½".		(j) Gackwar's Dabhol, 2' 6".		(k) Rajpipla, 2' 6".		(a) Nizam's Guarant- eed State, 6' 6". †		(b) Hyderabad- Godavari Valley, 3' 3½".	
	Cawnpore- Farukhabad, 3' 3½".		Muttra- Achnera, 3' 3½".		Cawnpore- Achnera, 3' 3½".		Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.
	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.														
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1855	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1856	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1857	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1858	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1859	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1860	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1861	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1862	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1863	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1864	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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1867	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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1872	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1873	...	...	...	...	...	...	...	...	...	...	...	...	21	98'34	...	...	...	...	...	...
1874	...	...	...	...	...	...	...	...	...	...	...	...	32	75'78	...	...	79	95'01	...	...
1875	...	...	...	...	...	...	...	...	...	...	...	...	33	78'11	...	...	79	113'57	...	...
1876	...	...	...	...	...	...	...	...	...	...	...	...	38	75'35	...	...	92	85'72	...	...
1877	...	...	...	...	...	...	...	...	...	...	...	...	45	78'20	...	...	132	77'53	...	...
1878	...	...	...	...	...	...	...	...	...	...	...	...	43	62'42	...	...	126	85'87	...	...
1879	...	...	...	...	...	...	...	...	...	...	...	...	46	56'15	...	...	110	87'01	...	...
1880	18	233'15	...	...	...	...	...	...	...	...	...	...	51	49'44	...	...	112	68'08	...	...
1881	65	69'76	39	89'01	...	...	...	...	...	...	...	...	46	65'41	...	...	120	61'32	...	...
1882	80	67'36	57	86'42	...	...	...	...	...	...	...	...	47	67'54	...	...	141	56'35	...	...
1883	...	...	...	...	80	63'98	...	...	...	...	...	...	48	73'75	...	...	137	72'12	...	...
1884	...	...	...	...	81	69'17	...	...	...	...	...	...	49	67'43	...	...	155	63'02	...	...
1885	...	...	...	...	70	87'87	...	...	...	...	...	...	50	63'47	...	...	178	56'26	...	...
1886	...	...	...	...	...	...	...	...	...	...	...	...	50	74'37	...	...	143	49'71	...	...
1887	...	...	...	...	...	...	33	80'05	...	...	...	...	51	69'73	...	...	143	64'31	...	...
1888	...	...	...	...	...	...	43	64'90	...	...	...	...	48	69'91	...	...	118	57'35	...	...
1889	...	...	...	...	...	...	37	61'82	...	...	...	...	47	65'45	...	...	129	66'00	...	...
1890	...	...	...	...	...	...	41	60'66	...	...	...	...	57	61'76	...	...	140	59'74	...	...
1891	...	...	...	...	...	...	49	45'53	...	...	...	...	54	66'13	...	...	151	54'70	...	...
1892	...	...	...	...	...	...	54	40'92	...	...	...	...	64	55'36	...	...	151	52'35	...	...
1893	...	...	...	...	...	...	70	41'12	...	...	33	44'87	68	47'44	...	...	136	53'08	...	...
1894	...	...	...	...	...	...	70	37'79	...	...	42	38'35	65	60'29	...	...	177	50'20	...	...
1895	...	...	...	...	...	...	70	40'18	...	...	42	40'17	63	58'73	...	...	185	53'77	...	...
1896	...	...	...	...	...	...	88	35'91	...	...	57	43'50	69	51'44	...	...	187	50'02	...	...
1897	...	...	...	...	...	...	70	46'58	46	46'92	48	46'55	56	76'94	11	214'53	205	48'67	...	...
1898	...	...	...	...	...	...	72	42'55	33	42'70	43	42'50	51	112'65	11	186'33	221	44'20	...	...
1899	...	...	...	...	...	...	79	42'40	74	42'23	50	42'37	60	64'40	22	76'30	240	43'45	48	41'82
1900	...	...	...	...	...	...	89	44'75	93	41'17	53	43'66	57	73'82	25	75'46	286	41'52	70	60'41

\* Includes the Muttra-Hathras, Cawnpore-Farukhabad and Muttra-Achnera railways.

† Includes Berwada extension of the East Coast State railway.

DIX 6—contd.

Appendix 6.  
Weekly earnings.

railways per mile per week

to gross earnings.

14 of Report.)

railway has been amalgamated with the system by which it has been worked.  
earnings and expenses.

12 MADRAS RAILWAY SYSTEM.						13 BENGAL DOOARS.				14 DIBRU-SADIYA.				15 ASSAM- BENGAL. 3' 31".		16. DEOGHUR, 3' 31".		17 BENGAL AND NORTH WESTERN RAILWAY SYSTEM.						Rail- way.	
(a) Madras, 5' 6".		(b) Kolar Goldfields, 5' 6".		(c) Nilgiri, 3' 31".		(a) Bengal Dooars, 3' 31".		(b) Bengal Dooars extensions, 3' 31".		(a) Dibru- Sadiya, 3' 31".		(b) Ledo and Tikar-Mar- gherita Colliery, 3' 31".						(a) Bengal and North Western, 3' 31".		(b) Tirhoot, 3' 31".		(c) Segowlie- Raxaul, 3' 31".			
Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Calen- dar Year.	
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75	51'66	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1856
91	47'13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1857
93	55'53	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1858
122	60'35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1859
117	73'50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1860
91	71'08	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1861
84	74'02	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1862
110	68'57	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1863
133	49'62	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1864
145	45'69	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1865
147	45'62	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1866
153	43'47	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1867
181	41'48	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868
171	49'16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869
146	52'84	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870
130	51'37	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1871
143	52'19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872
157	56'94	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1873
132	64'67	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1874
144	70'28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1875
159	64'38	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1876
225	59'26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1877
145	76'05	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1878
148	69'68	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1879
138	68'24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1880
141	67'11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1881
155	62'84	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1882
148	61'90	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1883
160	58'89	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1884
171	57'18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1885
178	59'46	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1885
189	64'76	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1887
195	58'72	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1888
209	58'97	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1889
218	52'44	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1890
314	58'20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1891
321	55'40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1892
241	48'39	...	...	...	...	69	45'73	...	...	127	70'13	...	...	...	...	152	49'47	123	42'57	...	...	...	...	...	1893
237	52'06	249	61'37	...	...	109	41'19	...	...	132	63'18	...	...	...	...	118	67'17	130	41'72	...	...	...	...	...	1894
257	47'55	294	56'60	...	...	125	41'17	...	...	149	55'16	...	...	...	...	64	103'75	130	54'46	133	41'97	...	...	...	1895
249	50'50	295	59'25	...	...	136	44'70	...	...	161	51'76	...	...	...	...	71	94'63	120	61'69	134	44'13	...	...	...	1896
253	47'65	402	56'77	...	...	145	43'62	...	...	192	68'12	88	82'51	63	92'71	122	63'22	128	44'40	...	...	...	...	...	1897
246	49'51	392	59'82	...	...	135	52'61	...	...	194	63'85	142	93'22	86	55'83	129	79'44	129	42'83	...	...	...	...	...	1898
240	52'43	342	68'01	175	76'06	137	45'06	...	...	213	47'68	162	65'04	75	80'08	134	79'92	131	47'06	...	...	...	...	...	1899
254	51'75	402	67'85	200	42'83	168	37'94	137	72'31	224	48'67	169	72'64	75	78'54	140	78'87	128	49'01	...	...	...	...	...	1900

# Appendix 6. Weekly earnings.

APPEN

Gross earnings (average) of individual  
and

Proportion of working expense.

(Referred to in paragraph

N.B.—(1) When figures cease to be shown under any railway it is to be understood that suc

(2)—This appendix excludes steam-bo

RAILWAY.	18 ROHILKUND AND KUMAON RAILWAY SYSTEM.								19 JODHPUR-BIKANER RAILWAY SYSTEM.								20 UDAIPUR CHITOR 3' 3½".	
	(a) Rohilkund and Kum- aon, 3' 3½".		(b) LUCKNOW-BAREILLY.						(a) Jodhpur section, 3' 3½".		(b) Bikaner section 3' 3½".		(c) Shadipalli- Bálotra (British section), 3' 3½".					
			Bareilly-Pilibhit, 3' 3½".		Lucknow-Sitapur- Seraman, 3' 3½"		Lucknow-Bareilly, 3' 3½".											
Calendar year.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of earn- ings.		
1853	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1854	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1855	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1856	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1857	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1858	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1859	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1860	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1861	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1862	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1863	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1864	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1865	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1866	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1867	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1868	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1869	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1870	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1871	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1872	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1873	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1874	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1875	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1876	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1877	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1878	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1879	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1880	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1881	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1882	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1883	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1884	...	51	95'16	32	91'81	...	...	...	...	42	42'74	...	...	...	...	...	...	
1885	...	68	66'40	44	83'79	...	...	...	...	39	50'59	...	...	...	...	...	...	
1886	...	86	58'75	53	77'46	45	76'29	...	...	54	34'30	...	...	...	...	...	...	
1887	...	92	63'42	52	71'47	46	73'49	...	...	62	35'20	...	...	...	...	...	...	
1888	...	96	57'46	50	70'31	47	70'81	...	...	55	39'86	...	...	...	...	...	...	
1889	...	107	56'98	59	66'45	59	65'10	...	...	56	46'50	...	...	...	...	...	...	
1890	...	90	52'04	64	66'08	62	72'78	...	...	58	47'09	...	...	...	...	...	...	
1891	...	112	58'22	...	...	...	...	56	65'05	66	45'44	36	46'99	...	...	...	...	
1892	...	127	54'17	...	...	...	...	66	59'72	74	44'14	34	67'47	...	...	...	...	
1893	...	124	56'78	...	...	...	...	67	62'29	52	47'83	30	61'43	...	...	...	...	
1894	...	134	52'91	...	...	...	...	87	59'25	65	38'09	35	49'61	...	...	...	...	
1895	...	118	62'18	...	...	...	...	74	61'90	58	41'60	38	47'89	...	...	42	65'67	
1896	...	125	63'79	...	...	...	...	75	63'32	70	36'60	53	37'56	...	...	43	60'25	
1897	...	124	59'33	...	...	...	...	69	59'42	67	33'66	52	44'02	...	...	39	65'19	
1898	...	135	52'24	...	...	...	...	94	51'62	73	42'22	31	43'54	...	...	46	57'33	
1899	...	136	49'74	...	...	...	...	114	50'21	102	38'88	37	40'22	...	...	62	50'21	
1900	...	156	48'64	...	...	...	...	107	48'72	81	44'27	43	45'43	13'32	57'45	91	41'59	

\* Information not available.

DIX 6—contd.

Appendix 6.  
Weekly earnings.

railways per mile per week.

to gross earnings.

14 of Report.)

railway has been amalgamated with the system by which it has been worked.  
earnings and expenses.

81 BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAIL- WAY SYSTEM.								82 SOUTHERN MAHARATTA RAILWAY SYSTEM.																RAIL- WAY.
(a) Bhavnagar- Gondal-Junagad- Porbandar 3' 31".		(b) Jamnagar, 3' 34".		(c) Jetalpur Rajkot, 3' 34".		(d) Dhrangadhra 3' 34".		(a) Southern Maharatta, 3' 34".		(b) Mysore section, 3' 34".		(c) Guntakul- Mysore frontier, 3' 34".		(d) Yesvantpur- Mysore frontier, 3' 34".		(e) Birur-Shi- moga, 3' 34".		(f) Kolhapur, 3' 34".		(g) Mysore- Nanjangud, 3' 34".				
Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Calen- dar- year.		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1853	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1854	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1855	
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1857	
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1860	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1861	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1862	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1863	
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870	
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1873	
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1878	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1879	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1880	
78	70'18	...	...	...	...	...	...	...	...	51	59'13	...	...	...	...	...	...	...	...	...	...	...	1881	
87	59'55	...	...	...	...	...	...	...	...	68	64'91	...	...	...	...	...	...	...	...	...	...	...	1882	
89	63'47	...	...	...	...	...	...	...	...	67	67'09	...	...	...	...	...	...	...	...	...	...	...	1883	
109	54'46	...	...	...	...	...	...	50	108'51	67	54'22	...	...	...	...	...	...	...	...	...	...	...	1884	
98	59'55	...	...	...	...	...	...	63	83'80	60	52'12	...	...	...	...	...	...	...	...	...	...	...	1885	
96	57'00	...	...	...	...	...	...	92	69'83	64	59'04	...	...	...	...	...	...	...	...	...	...	...	1886	
98	54'93	...	...	...	...	...	...	93	66'01	71	71'60	...	...	...	...	...	...	...	...	...	...	...	1887	
109	50'58	...	...	...	...	...	...	86	75'70	79	76'28	...	...	...	...	...	...	...	...	...	...	...	1888	
97	56'55	...	...	...	...	...	...	88	76'15	72	75'23	...	...	...	...	...	...	...	...	...	...	...	1889	
91	61'81	...	...	...	...	...	...	85	78'19	77	77'94	...	...	...	...	...	...	...	...	...	...	...	1890	
85	67'79	...	...	...	...	...	...	88	65'76	86	66'50	...	...	...	...	...	...	...	...	...	...	...	1891	
91	72'25	...	...	...	...	...	...	82	68'69	87	67'92	...	...	...	...	...	...	55	64'26	...	...	...	1892	
119	56'92	...	...	59	50'59	...	...	106	59'60	109	59'92	38	60'40	38	60'99	...	...	78	58'09	43	59'01	...	1893	
106	49'61	...	...	65	60'68	...	...	108	65'44	94	66'99	59	65'70	60	65'41	...	...	81	64'99	47	65'59	...	1894	
113	57'93	...	...	76	57'76	...	...	119	59'65	103	59'72	71	58'65	72	58'43	...	...	80	57'90	49	57'97	...	1895	
114	50'06	...	...	82	57'26	...	...	124	56'55	103	57'29	77	56'60	84	55'94	...	...	80	55'81	50	56'89	...	1896	
105	55'04	41	65'73	85	58'72	...	...	120	56'96	122	57'54	102	56'76	101	56'31	...	...	63	55'93	42	57'64	...	1897	
97	58'22	36	69'12	74	57'50	37	54'62	93	70'32	90	70'32	69	68'88	67	68'66	...	...	52	69'08	40	67'85	...	1898	
107	49'99	83	59'20	45	60'43	59	67'16	108	67'73	69	68'97	62	66'62	56	66'17	36	69'59	58	65'74	21	66'25	...	1899	
113	48'27	53	60'09	84	57'47	53	66'91	119	64'69	89	58'50	70	63'81	71	64'32	34	63'43	82	63'87	38	63'20	...	1900	

\* Information not available.

# Appendix 6. Weekly earnings.

APPEN

Gross earnings (average) of individual  
and

Proportion of working expenses

(Referred to in paragraph

N.B. (1)—When figures cease to be shown under any railway it is to be understood that such

(2) This appendix excludes steam-boat

RAILWAY.	23 WEST OF INDIA PORTUGUESE 3' 3½".		24 SOUTH INDIAN RAILWAY SYSTEM.						25 BURMA, 3' 3½".		26 MORVI, 2' 6".		27 BANKS. 2' 6".		28 TARAKESH- WARMA RA. 3' 6".	
			(a) South Indian. 3' 3½".		(b) Máayavaram- Mutupet, 3' 3½".		(c) Káráikkal-Peralam, 3' 3½".									
			Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.								
Calendar year.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
1853	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1854	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1855	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1856	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1857	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1858	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1859	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1860	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1861	...	...	77	47'45	...	...	...	...	...	...	...	...	...	...	...	...
1862	...	...	61	44'43	...	...	...	...	...	...	...	...	...	...	...	...
1863	...	...	74	44'60	...	...	...	...	...	...	...	...	...	...	...	...
1864	...	...	69	57'55	...	...	...	...	...	...	...	...	...	...	...	...
1865	...	...	79	49'53	...	...	...	...	...	...	...	...	...	...	...	...
1866	...	...	106	49'28	...	...	...	...	...	...	...	...	...	...	...	...
1867	...	...	86	49'65	...	...	...	...	...	...	...	...	...	...	...	...
1868	...	...	90	48'64	...	...	...	...	...	...	...	...	...	...	...	...
1869	...	...	84	64'44	...	...	...	...	...	...	...	...	...	...	...	...
1870	...	...	84	62'40	...	...	...	...	...	...	...	...	...	...	...	...
1871	...	...	84	55'61	...	...	...	...	...	...	...	...	...	...	...	...
1872	...	...	87	56'87	...	...	...	...	...	...	...	...	...	...	...	...
1873	...	...	120	49'99	...	...	...	...	...	...	...	...	...	...	...	...
1874	...	...	101	60'81	...	...	...	...	...	...	...	...	...	...	...	...
1875	...	...	96	48'16	...	...	...	...	...	...	...	...	...	...	...	...
1876	...	...	90	53'27	...	...	...	...	...	...	...	...	...	...	...	...
1877	...	...	107	50'88	...	...	...	...	61	129'36	...	...	...	...	...	...
1878	...	...	102	66'65	...	...	...	...	115	93'03	...	...	...	...	...	...
1879	...	...	105	68'38	...	...	...	...	114	85'17	...	...	...	...	...	...
1880	...	...	106	73'67	...	...	...	...	158	60'60	...	...	...	...	...	...
1881	...	...	109	67'04	...	...	...	...	184	58'21	...	...	...	...	...	...
1882	...	...	109	62'69	...	...	...	...	188	59'99	...	...	...	...	...	...
1883	...	...	112	65'83	...	...	...	...	187	64'66	...	...	...	...	...	...
1884	...	...	122	64'18	...	...	...	...	181	60'66	...	...	...	...	...	...
1885	...	...	132	65'12	...	...	...	...	143	78'13	...	...	...	...	...	...
1886	...	...	143	69'78	...	...	...	...	156	64'51	30	103'28	...	...	...	...
1887	•	•	148	68'20	...	...	...	...	192	53'12	39	86'87	...	...	...	...
1888	•	•	159	68'98	...	...	...	...	171	62'33	46	86'44	...	...	...	...
1889	185	•	167	70'11	...	...	...	...	169	66'45	50	68'01	...	...	...	...
1890	138	74'24	181	57'50	...	...	...	...	210	57'08	60	70'34	...	...	...	...
1891	157	86'01	154	65'47	...	...	...	...	199	58'98	63	64'90	...	...	...	...
1892	109	166'01	137	63'01	...	...	...	...	237	47'51	63	57'83	...	...	...	...
1893	163	78'13	149	61'25	...	...	...	...	178	65'79	66	54'86	...	...	...	...
1894	157	86'47	148	58'99	103	61'50	...	...	164	62'38	65	55'46	...	...	...	...
1895	167	90'75	165	56'13	86	61'30	...	...	169	58'87	75	45'91	...	...	...	...
1896	90	137'34	165	54'89	88	59'90	...	...	167	59'89	79	53'06	...	...	...	...
1897	55	209'65	170	53'01	95	58'10	...	...	188	54'91	87	50'49	115	80'00	...	...
1898	65	173'60	157	54'50	88	68'47	27	60'19	184	57'39	77	56'41	116	81'15	46	71'65
1899	157	83'15	159	52'41	86	60'01	37	67'36	179	54'84	86	59'56	139	68'63	41	81'58
1900	•	35'05	166	50'27	83	32'02	32	61'48	195	51'93	86	62'49	111	65'90	47	72'63

\* Information not available.



## DIX 6—concl'd.

Appendix 6.  
Weekly earnings.

railways per mile per week

to gross earnings.

(of Report).

railway has been amalgamated with the system by which it has been worked.  
earnings and expenses.

29 RANAGHAT- KRISHNAGAR, 2' 6".		30 TEZPUR-BALIPARA, 2' 6".		31 CHERRA-COM- PANYGANJ, 2' 6".		32 DARJEELING- HIMALYAN, 2' 6".		33 HOWRAH-AMTA, 2' 6".		34 HOWRAH-SHEA- KHALLA, 2' 6".		35 JORHAT, 2' 6".		Rail- way.
Earnings per mile, per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Calcu- lar year.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1853
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1854
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1855
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1856
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1857
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1858
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1859
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1860
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1861
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1862
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1863
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1864
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1865
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1866
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1867
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1871
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1873
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1874
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1875
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1876
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1877
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1878
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	103	58'32	...	...	...	...	...	...	1881
...	...	...	...	...	...	141	75'70	...	...	...	...	...	...	1882
...	...	...	...	...	...	162	63'11	...	...	...	...	...	...	1883
...	...	...	...	...	...	167	66'26	...	...	...	...	40	141'60	1884
...	...	...	...	...	...	†	†	...	...	...	...	25	123'14	1885
...	...	...	...	17	45'38	188	51'23	...	...	...	...	28	136'28	1886
...	...	...	...	25	297'54	180	55'86	...	...	...	...	32	127'99	1887
...	...	...	...	21	339'84	232	53'92	...	...	...	...	38	99'86	1888
...	...	...	...	26	240'69	217	60'10	...	...	...	...	42	105'94	1889
...	...	...	...	45	116'33	217	59'60	...	...	...	...	44	90'06	1890
...	...	...	...	44	103'28	231	57'61	...	...	...	...	47	97'70	1891
...	...	...	...	45	95'33	240	57'46	...	...	...	...	48	82'16	1892
...	...	...	...	55	85'08	239	55'41	...	...	...	...	52	79'32	1893
...	...	...	...	60	82'31	239	59'27	...	...	...	...	52	84'43	1894
...	...	...	...	59	88'68	279	50'92	...	...	...	...	61	77'81	1895
...	...	...	...	63	97'45	294	53'98	...	...	...	...	65	84'73	1896
...	...	...	...	*53	392'84	281	55'28	...	...	...	...	69	85'23	1897
...	...	...	...	26	6,212'77	285	54'79	152	58'36	70	72'12	70	79'02	1898
59	81'84	91	72'51	92	483'88	270	65'07	168	55'02	65	70'77	72	106'16	1899
66	71'95	92	73'12	†	†	305	55'28	172	51'99	74	64'71	63	118'05	1900

\* For first half of the year only, as traffic was stopped during the next half year on account of damage by earthquake.

† Closed for traffic from the 25th March 1900, and subsequently abandoned.

‡ Information not available.

**NOTE.**—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
	<p>Agra-Delhi chord— (5' 6" gauge).</p> <p>Agra to Delhi . . . . .</p>	<p>Miles.</p> <p>121.16</p>	
10 (h)	<p>Ahmedabad-Parantij— (3' 3½" gauge).</p> <p>Ahmedabad [309.25 miles from Bombay (Colába)] on the Bombay, Baroda and Central India railway to Idar-Ahmednagar.</p>	<p>54.59</p>	<p>Ahmedabad to Talod . . . 1-5-97 32.75 Talod to Parantij . . . 2-7-97 7.75 Parantij to Idar-Ahmednagar 23-10-97 14.09</p> <hr/> <p>54.59</p>
9 (e)	<p>Amraoti— (5' 6" gauge).</p> <p>Badnera Junction [412.30 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Amráoti . . .</p>	<p>5.44</p>	<p>Badnera to Amráoti . . . 16-2-71 5.44</p>

## DIX 7.

Appendix 7.  
History of Railways.

on the 31st-December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.						
	<p>The line was sanctioned for construction on the 15th September 1898.</p>						
<p>The line has been constructed for a single track. The permanent-way is laid with <math>4\frac{1}{2}</math> lb. flat-footed steel rails on transverse deodar or creosoted pine sleepers. There are two bridges for crossing the Khari river, the first in the 14th mile by five spans of 60 feet, and again in the 37th mile by five spans of 60 feet. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 200, of which there are 4 in number and aggregate 1.74 miles in length. The line is ballasted throughout with either kunker or stone.</p>	<p>The construction of this line was sanctioned and orders for the commencement of work issued in January 1896. The line was constructed by the Bombay, Baroda and Central India Railway Company, and is worked by the same Company as a part of their metre-gauge system under an agreement, the terms of which will be found in Appendix P to Part II of the Railway Administration Report for 1895-96.</p>						
<p>The permanent-way used on this line is of iron, the rails weighing 68lb. to the yard; the sleepers are pots. The ballast is partly sand and partly shingle. The line is fenced only at the Badnera and Amráoti ends, and for a short distance outside those stations. There are no gradients on this line of 1 in 100 or less, and there is only one curve under radius of 1,000 feet, <i>viz.</i>, 990 feet. It is situated between 0 and 0.25 mile and is 0.14 mile in length.</p>	<p>The dates of order for survey and construction are as follows :—</p> <table data-bbox="770 1848 1447 1971"> <tr> <td><i>Date for survey.</i></td><td><i>Dates for construction.</i></td></tr> <tr> <td>8th April 1870.</td><td>7th June 1869.</td></tr> <tr> <td></td><td>11th June 1870.</td></tr> </table> <p>This branch has been constructed from the surplus revenues of the Berars, with a view to facilitate the transport of cotton from the marts of Amráoti. It is worked by the Great Indian Peninsula Railway Company.</p>	<i>Date for survey.</i>	<i>Dates for construction.</i>	8th April 1870.	7th June 1869.		11th June 1870.
<i>Date for survey.</i>	<i>Dates for construction.</i>						
8th April 1870.	7th June 1869.						
	11th June 1870.						

# Appendix 7. History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles. Miles.	Miles.	Miles.
15 (a)	Assam-Bengal— (3' 3½" gauge). <i>Main line—</i> Chittagong Port to Chittagong 1'73 Chittagong to Tinsukia . 579'10 <u>580'83</u>		<i>Main line—</i> Chittagong Port to Chittagong— For goods traffic . . 3-11-95 1'73 Chittagong to Feni . . 1-7-95 56'90 Feni to Comilla— For goods traffic . . 1-7-95 } For passenger traffic . . 15-9-95 } 39'10 Comilla to Akhaura— For goods traffic . . 1-1-96 } For passenger traffic . . 1-2-96 } 29'41 Akhaura to Karimganj*— For goods traffic . . 4-12-96 } For passenger traffic . . 1-1-97 } 115'00 Karimganj to Badarpur*— For goods traffic . . 4-12-96 } For passenger traffic . . 1-12-97 } 12'00 Badarpur to Dámchará— For goods traffic . . 23-4-99 18'50 <u>272'64</u>
	<i>Branches—</i> Láksám to Chandpur . . 31'62 Badarpur to Silchar . . 18'62 Lumding to Gauhati . . 113'38 <u>163'62</u>	744'45	<i>Branches—</i> Láksám to Chandpur— For goods traffic . . 1-7-95 } For passenger traffic . . 15-9-95 } 31'62 Badarpur to Katta Khal— For goods traffic . . 13-6-98 6'27 Katta Khal to Silchar— For goods traffic . . 8-11-98 12'35 <u>18'62</u> Gauhati to Gauhati Ghat— For goods traffic . . 1-1-1900 1'22 Gauhati to Jamuna Mukh 1-1-97 74'50 Jamuna Mukh to Lanka . 2-1-99 19'35 Lanka to Lumding, tem- porary station— For goods traffic . . 1-3-99 15'21 Lumding (temporary sta- tion) to Lumding— For goods traffic . . 20-2-00 3'10 <u>113'38</u>
			TOTAL OPEN MILEAGE . 436'26

\* Closed for repairs after the earthquake of 12th June 1897 and re-opened as follows :

Akhaura to Srimangal	. . . . .	20-7-97
Srimangal to Malaura	. . . . .	24-7-97
Malaura to Karimganj	. . . . .	8-8-97
Karimganj to Badarpur	. . . . .	18-10-97

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.	
<p>On section I, which includes the main line from Chittagong Port to Badarpur, with branches from Láksám to Chandpur and from Badarpur to Silchar, the country is mostly low-lying, necessitating long continuous embankments. North of Comilla it crosses four ranges of low hills, covered with dense jungle. The important bridges are those crossing the Feni, the Mohari and the Gumti rivers.</p> <p>Section II, which comprises the hill section of the main line between Badarpur and Lumding, runs through very difficult country, a grade of 1 in 70 being freely used, except at the head of the Jatinga valley, where a grade of 1 in 40 has been adopted, causing a saving of about 4 miles. There are many tunnels and high viaducts. The bridge over the Barak river at Badarpur is designed for 1 span of 276 feet, 1 span of 250 feet and 1 span of 224 feet and 8 spans of 60 feet.</p> <p>Section III, which includes the main line from Lumding to Tinsukia Junction and the branch from Lumding to Gauhati, passes partly through flat country requiring long lengths of embankment, and partly through low hills covered with dense jungle. The principal bridges on this section are those crossing the Kopili and the Dehing.</p> <p>The line, where already laid, is for a single track with 50lb rails on sal and pyinkado sleepers, and this will be done on the rest of the line.</p> <p>On sections I and III there are no gradients of less than 1 in 100, or curves under a radius of 1,000 feet.</p> <p>On section II the following are particulars regarding gradients up to 1 in 100 and of curves under a radius of 1,000 feet :</p>				<p>The branch from Gauhati to Lumding and the portion of the main line from Lumding to Dimapur were sanctioned in May 1891. Work was commenced in November 1891 and was carried on till October 1892, when the line was taken over by the Assam-Bengal Railway Company.</p> <p>Section I.—The 360 feet jetty at Chittagong was completed, and formally opened.</p> <p>Section II.—The earthwork on the 8th division is completed and on the 9th, 10th and 11th divisions well in hand. Tunnels on the 8th division were completed and satisfactory progress was made with all other works on the section considering the exceptionally wet season and the restriction of funds towards the close of the year.</p> <p>Section III.—On this section the open line (112.43 miles) from Gauhati to Lumding is now open for traffic.</p> <p>The work on the 16th and 17th divisions is approaching completion, and good progress was made on the 15th division.</p> <p>The survey of the 18th division was completed and the work sanctioned, but owing to restriction of funds was not commenced.</p>	
SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	1 in and less.	1 in 100	1 in 120	Length.	Radius.
	Miles.	Miles.	Miles.	Miles.	Feet.
8th Division . . . . .	...	2.73	6.99	4.24	Varying from 573 feet to 955 feet.
9th " . . . . .	9.68	5.22	3.55	9.96	
10th " . . . . .	6.05	11.85	4.38	9.46	
11th " . . . . .	...	10.45	4.48	9.75	

## APPEN

**NOTE.**—On account of the earlier issue of this Appendix this year.

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
27 (a)	<b>Barsi Light—</b> <i>(2' 6" gauge).</i>  Bársi Junction [234 miles from Bombay (Victoria terminus) on the Great Indian Peninsula railway] to the town of Bársi . . . . . 21'59  Bársi Junction to Pandharpur . . 33'16  Bársi town to Tadvála . . . . 28'00 <hr/>	82'75	<b>Bársi Junction to the town of Bársi—</b>  For goods traffic . . . 1-3-97 } For passenger traffic . . 19-3-97 } 21'59

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line has been laid on the existing provincial road, which, with its earthworks, cuttings and bridges, was constructed by the Government of Bombay in 1870 for the purposes of a light railway with maximum gradients not exceeding 1 in 100, and with curves suitable for the alignment of a railway. In practice the gradients were found to be as steep as 1 in 70, and not one bridge on the road would carry the rolling-stock, hence all have had to be strengthened.</p>	<p>This line was sanctioned for construction as a steam tramway in December 1892. But owing to the promoters having appealed to the Secretary of State against certain provisions of the order authorizing the construction, fresh negotiations were opened with them in London, and it was at length settled that the line should be designated a light railway to be worked under the provisions of the Indian Railways Act, IX of 1890. The contract, which was executed on the 1st August 1895, will be found in Appendix J to Part II of the Railway Administration Report for 1895-96.</p> <p>Construction commenced on the 1st January 1896.</p> <p>In December 1897, the terms for the construction of the Bársi Road-Pandharpur extension were accepted by the Bársi Light Railway Company, and orders issued for the preparation of the complete project and estimates for the extension. The earthwork has been thrown up as a measure of famine relief.</p> <p>The Bársi Light Railway Company have recently carried out a detailed survey for an extension of their railway from Bársi to Tadvála, a distance of about 28 miles. The construction of this extension was sanctioned on the 29th November 1900.</p>

**Appendix 7.**  
History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class. No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles. Miles.	Miles.	Miles.
17 (a)	<b>Bengal and North-Western—</b>		
	(3' 3½" gauge).		
	<b>COMPANY'S SECTION—</b>		
	<i>Main line—</i>		
	Sonepore to Mankapur . . . . .		15-1-85 218'50
	Mankapur to Nawábganj . . . . .		2-4-84 14'00
	Nawábganj to Ajodhya . . . . .		1-12-84 6'10
			238'60
	<i>Loop line—</i>		
	Sonepur to Bunwárchak . . . . .		15-1-85 9'34
	<i>Branches—</i>		
	<i>Uska bazar branch—</i>		
	Gorakhpur to Uska bazar . . . . .		15-12-86 39'58
	<i>Naipálganj Road branch—</i>		
	Mankapur to Bahraich . . . . .		2-4-84 55'00
	Bahraich to Naipálganj Road . . . . .		15-12-86 33'98
			88'98
	<i>Revelganj branch—</i>		
	Chupra to Revelganj—		
	For goods traffic . . . . .		15-4-91 } 7'34
	For passenger traffic . . . . .		15-5-91 }
	<i>Bahramghát branch—</i>		
	Gonda to Colonelganj—		
	For goods traffic . . . . .		29-10-91 } 17'75
	For passenger traffic . . . . .		1-2-92 }
	Colonelganj to Jarwal Road . . . . .		1-2-92 10'30
			28'05
	<i>Burhwal branch—</i>		
	Jarwal Road to west bank		
	Gogra river . . . . .		18-12-96 2'63
	Gograghát to Ganeshpur . . . . .		24-12-98 3'27
	Chawkaghát to Burhwal . . . . .		24-11-96 4'12
			10'02
	<i>Tulsipur branch—</i>		
	Gonda to Balrámpur . . . . .		15-12-96 22'00
	Balrámpur to Tulsipur . . . . .		1-6-98 19'00
			41'00
	<i>Katarnian ghát branch—</i>		
	Nanpara to Mohinpurwa . . . . .		15-12-96 15'00
	Mohinpurwa to Katarnian		
	ghát . . . . .		25-3-98 27'08
			42'08
	<i>Turtipur branch—</i>		
	Bhatni to Turtipur . . . . .		15-12-96 17'14
	Salempur to Barhaj . . . . .		1-12-97 12'77
			29'91
	Carried over . . . . .	534'90	Carried over . . . . . 534'90



DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The country traversed is generally flat; but, being subject in many places to inundation, heavy banking has been necessary. Between Kopa Sambota and Sonopore and Gorakhpur and Maghar the banking is especially heavy. As the line crosses the drainage of the country between the Gunduk and Gogra rivers, the bridging is in places heavy, and the Rapti bridge has been a difficult and expensive undertaking: on the Uska bazar branch the works, both earthwork and bridging, are heavy.</p> <p>The line is laid with 41½ lbs. steel rails on sleepers of sal and creosoted pine, and is well ballasted throughout. It is generally unfenced, except in front of villages and on each side of the level-crossings and near stations. On this line there are no grades of 1 in 100 or under and there is only one curve under a radius of 1,000 feet, <i>vis.</i>, at Paleza Ghât on the loop line, the length of which is 2,000 feet and the radius 900 feet.</p>	<p>The survey for this line was ordered on the 5th March 1881. The construction of the line was sanctioned on the 18th May 1882.</p> <p>From the 1st January 1883 it was handed over to a Limited Liability Company with a free gift of land, but no guarantee.</p> <p>The line is connected with the Tirhoot railway by means of the Gunduk bridge, between Sonopore and Hajee-pore, which was sanctioned on the 19th October 1883.</p> <p>On the 1st November 1884, the Company took over the bridge of boats at Fyzabad from Government and removed it to the railway ferry at Ajodhya. During the rains this bridge is lifted and the ferry worked by steamer.</p> <p>The branch from Gorakhpur to Uska Bazar was sanctioned on the 3rd August 1885, in substitution of a branch, 36 miles from Gorakhpur to Bânsi.</p> <p>During 1888 a preliminary survey was made for a branch line from Chupra to Revelganj, the construction of which was sanctioned in November 1889.</p> <p>The construction of the Bahramghât branch was sanctioned in November 1889.</p> <p>Communication across the Ganges between Dighaghât station of the East Indian railway and Palezagghât station of the Bengal and North-Western railway is maintained by means of a steam ferry.</p> <p>The wagon ferry of the Bengal and North-Western railway was transferred from Digha to Mokameh and the working commenced on the 7th February 1893. The latter place is now the chief junction for the interchange of traffic with the East Indian railway for the combined system of the Bengal and North-Western and Tirhoot railways.</p> <p>The extensions of the Company's section in connection with the linking up of the metre-gauge railways in Northern India were sanctioned in December 1894, and orders for the commencement of work issued in January and February 1895.</p> <p>The working of the Tirhoot railway was taken over by the Bengal and North-Western Railway Company from the 1st July 1890. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1890-91.</p>

**Appendix 7.**  
History of Railways.

## APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.		Total. mileage.	Date of opening for public traffic.	
	Miles.	Miles.	Miles.		Miles.
17 (a)	<b>Bengal and North-Western—concl'd.</b>			Brought forward .	534'90
	(3'3½" gauge).			<i>Ganges-Gogra Doab lines—</i>	
	Brought forward . . .		534'90	Turtipur to Mau . . .	8-6-98 24'20
	COMPANY'S SECTION—concl'd.			Mau to Benares—	
	<i>Ganges-Gogra Doab lines—</i>			For goods traffic . . .	15-3-99 } 58'06
	Turtipur to Benares . . .		82'26	For passenger traffic . . .	5-4-99 }
	Mau to Shahganj . . .		60'15	Mau to Azamgarh—	
	Kopaganj Road to Chand-Deera			For public traffic . . .	8-6-98 27'15
	Ghât . . .		66'61	Kopaganj Road to Ballia—	
	Revelganj to Manjhi Ghât . . .		3'71	For goods traffic . . .	15-3-99 } 37'61
	Aunrihar to Ghâzipur . . .		28'37	For passenger traffic . . .	15-4-99 }
		241'10	776'00	Ballia to Chand-Deera Ghât—	
				For public traffic . . .	12-5-99 29'00
				Revelganj to Manjhi Ghât . . .	1-4-99 3'71
				Aunrihar to Ghâzipur—	
				For goods traffic . . .	15-3-99 } 28'37
				For passenger traffic . . .	5-4-99 }
					208'10
				Total open mileage .	743'00
	TOTAL		778'00		

DIX 7 continued.

Appendix 7  
History of Railways

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.

### *History of Railways constructed and in progress*

**NOTE.**—On account of the earlier issue of this Appendix this year.

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
3 (a)	<p><b>Bengal Central—</b> Miles.</p> <p>(5' 6" gauge).</p> <p>Dum-Dum (4·25 miles from Calcutta on the eastern section of the Eastern Bengal State railway) <i>via</i> Baraset and Bongong to Khoolna . 104'51</p> <p>Ránaghat (45·50 miles from Calcutta on the eastern section of the Eastern Bengal State railway) to Bongong . 20'50</p> <p style="text-align: right;">125'01</p> <p><i>Branch—</i></p> <p>Dum-Dum Cantonment to Patti-pookur . 2'68</p> <p style="text-align: right;">127'69</p>		<p style="text-align: right;">Miles.</p> <p>Dum-Dum Junction to Dattapukur . . . . 2-4-83 14'25</p> <p>Dattapukur to Gobardánga 7-12-83 17'00</p> <p>Gobardánga to Bongong . 22-4-84 12'00</p> <p>Bongong to Khoolna . . 16-2-84 61'26</p> <p style="text-align: right;">104'51</p> <p>Ránaghat to Bongong . 16-10-82 20'50</p> <p style="text-align: right;">125'01</p> <p style="text-align: right;">TOTAL OPEN MILEAGE 125'01</p>
13 (a) & (b).	<p><b>Bengal Dooars—</b></p> <p>(3' 3½" gauge).</p> <p><i>Main line—</i></p> <p>East bank of the Teesta opposite Jalpaiguri (305·90 miles from Calcutta, Sealdah) on the northern section of the Eastern Bengal State railway <i>via</i> Dam Dim to Bagrakote 37'56</p> <p><i>Branches—</i></p> <p>Lataguri to Ramshaihat . . . 5'40</p> <p>Mal to Hantupara . . . . 44'00</p> <p>Barnes Junction to Lalmanir Hat . 66'00</p> <p style="text-align: right;">152'96</p>		<p><i>Main line—</i></p> <p>East bank of the Teesta to Mal Bazar—</p> <p>For goods traffic . . 15-1-93 } 26'85</p> <p>For passenger traffic . 1-11-93 } 4'15</p> <p>Mal to Dam Dim . . 16-6-94 31'00</p> <p style="text-align: right;">31'00</p> <p><i>Branches—</i></p> <p>Lataguri to Ramshaihat—</p> <p>For goods traffic . . 11-6-93 } 5'40</p> <p>For passenger traffic . 16-6-94 } 28'45</p> <p><i>Barnes Junction to Baura—</i></p> <p>For goods traffic . . 20-4-00 } 28'45</p> <p>For passenger traffic . 28-6-00 } 17'20</p> <p><i>Baura to Bhotemari—</i></p> <p>For goods traffic . . 21-10-00 20'35</p> <p><i>Bhotemari to Lalmanir Hat—</i></p> <p>For goods traffic . . 20-11-00 71'40</p> <p style="text-align: right;">102'40</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . 102'40</p>

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>This line is single throughout. The permanent-way consists of flat-footed steel rails of the Vignole section, 62lb. to the yard, laid on sleepers of creosoted pine. S&amp;L sleepers are now being used for renewals instead of creosoted pine, and in all curves s&amp;L sleepers have been put in at the joints in place of creosoted pine sleepers, and s&amp;L sleepers have also been put in at the middle of pairs of rails in some of the curves.</p> <p>At first the line was sand-ballasted, brick ballast being used at bridges and level-crossings and in a few short lengths where the soil was bad; but since then it has been decided to ballast the portion of the line between Dum-Dum Junction and Singhia, including sidings, with brick; this work is completed, and ballasting has also been done over curves and between Singhia and Khoolna where the earth, of which the embankment is composed, is not very good.</p> <p>The line is fenced throughout; iron gates are provided at level-crossings.</p> <p>Viaducts and bridges are constructed for a single line.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The surveys were carried out by the Government of Bengal in 1877-78, and construction was commenced by the Company in March 1881.</p> <p>The original contract with the Company having been altered, a fresh guarantee of 3½ per cent. was given under the new contract with the Secretary of State—<i>Vide</i> Appendix H to Part II of the Railway Administration Report for 1886-87—which came into force with retrospective effect as from the 1st July 1885.</p> <p>The line was worked by the Eastern Bengal State railway under an agreement (the terms of which will be found in Appendix R to Part II of the Railway Administration Report for 1890-91) till the 31st December 1896, when it was made over to the Company.</p> <p>An estimate for surveying suitable lines for independent passenger and goods termini for the Bengal Central Railway from Dum-Dum Cantonment station was sanctioned by Government in April 1897.</p> <p>An estimate for surveying a line from Bongong to Kotchandpur was sanctioned by Government in January 1898; but the Government of India have expressed themselves in favour of the construction of a line from Shibnibash (Kissengunge) to Kotchandpur and Magura.</p> <p>An estimate for surveying a line from Muxudpore at the 40th mile of the proposed Singhia-Madaripore extension to Majeegati, a place opposite Kaulipara, was sanctioned by Government in June 1898.</p> <p>A survey of the proposed Madhyamgram (Chandipore)-Taki branch line was completed by the Company on behalf of Messrs. Barry &amp; Co. of Calcutta.</p>
<p>The line has been laid with 41½lb. flat-footed steel rails spiked to s&amp;L sleepers and is being provided with stone ballast. The bridges are of girders resting on brick-work piers and abutments. In spans of 20 feet and under an invert flooring has been provided for the bridge.</p> <p>The piers of the Neora bridge (6 ft. x 60 ft. girders) are of cast-iron screw piles, 3 ft. diameter, sunk 30 feet below low-water.</p> <p>There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The line was sanctioned for construction in May 1891.</p> <p>The extension of the branch to Tondur has been abandoned owing to changes in the river Jaldaka.</p>

Appendix 7.  
History of Railways.

APPEN-

History of Railways constructed and in progress

Note.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
4 (a)	<b>Bengal-Nagpur—</b> (6° gauge) <i>Main line—</i> Asansol (131·75 miles from Howrah on the chord line, East Indian railway) to Biláspur . . . . . 371·47 Biláspur to Nágpur [519·41 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] . . . . . 255·22 626·69		<i>Main line—</i> Asansol to Damoodur— For coal traffic . . . . . 12-6-89 For passenger and goods traffic . . . . . 14-12-89 } 5·10 Damoodur to Purulia . . . . . 14-12-89 41·72 Purulia to Chakardharpore— For goods traffic . . . . . 22-1-90 } 72·25 For passenger traffic . . . . . 1-4-90 Chakardharpore to Goilkera— For goods traffic . . . . . 15-5-90 } 21·06 For passenger traffic . . . . . 28-3-91 Goilkera to Jharsuguda— For goods traffic . . . . . 1-2-91 } 105·09 For passenger traffic . . . . . 28-3-91 Jharsuguda to Raigarh— For goods traffic . . . . . 20-4-90 } 44·35 For passenger traffic . . . . . 1-8-90 Raigarh to Biláspur— For goods traffic . . . . . 10-2-90 } 81·90 For passenger traffic . . . . . 24-3-90 Biláspur to Raipur— For goods traffic . . . . . 10-1-89 } 68·35 For passenger traffic . . . . . 14-2-89 Raipur to Ráj-Nándgaon . . . . . 4-12-88 41·99 Ráj-Nándgaon to Nágpur . . . . . 27-11-88 144·88
	Carried over 626·69		Carried over 626·69

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																			
<p>The line from Nágpur to Ráj-Nándgaon was originally constructed on the metre gauge with rails weighing 40lb. to the yard, laid on creosoted pine, sál and teak wood sleepers. It has since been converted to the standard gauge. This has necessitated the rebuilding of many bridges, the changing of girders and the flattening of curves.</p> <p>On the main line the rails are 75lb. steel, flat-footed, laid on 10 transverse steel sleepers and 2 wooden sleepers per rail, 30 feet long, except between Nágpur and Kamptee, where 12 sleepers per rail are used. Owing to the large number of tributaries of the Mahánadi river which the line crosses, the amount of bridging on the first 220 miles out of Ráj-Nándgaon is exceptionally heavy.</p> <p>On the Biláspur-Umaria section the permanent-way consists of 75lb. section flat-footed steel rails laid on transverse steel sleepers except between Biláspur and Khodri where 2 sál sleepers have been added to each rail joint. Between Khodri and Khongsara the line passes over high banks and through heavy cuttings. The ruling gradient is 1 in 100, and the curves are 1,000 feet in radius. This section includes a tunnel 1,000 feet long, and a viaduct of 2 spans of 200 feet girders, 116 feet high.</p> <p>The Bengal-Nágpur railway is ballasted throughout with good stone, except for a few miles on the Chakardharpore district, where laterite is used.</p> <p>The line is unfenced, except between Nágpur and Kamptee and at the more important stations.</p>	<p>Sanction for the construction of the standard gauge line was received in July 1884, and orders were at once issued for the acquisition of land and commencement of earthwork.</p> <p>Owing to the negotiations for the formation of a company to construct and work this line not having been completed and to financial pressure, work had to be suspended in 1885, with the exception of the acquisition of land and preparation of estimates.</p> <p>In 1887 the Bengal-Nágpur Railway Company was formed under contract with the Secretary of State, and took over the metre gauge line from Nágpur to Ráj-Nándgaon, 149 miles. Of this length, 145.50 miles have been converted to the standard gauge, and the Tumsar branch, 3.50 miles, has been abandoned.</p> <p>The whole system extends from Asansol, on the East Indian railway, to Nágpur, the eastern terminus of the Great Indian Peninsula railway, with branches from Jharsuguda to Sambalpur and from Biláspur <i>via</i> the Umaria coal mines to Katni. There is also a branch from near Asansol to the Sanctoria collieries.</p> <p>The line has also been extended from Sini to Khargpur and from Barang, on the East Coast State Railway, to Howrah and Shalimar on the River Hooghly and a branch from Khargpur to Midnapore.</p> <p>The Umaria-Katni line was taken over by the Company on the 1st April 1888.</p> <p>The dates of orders for survey and construction, and of opening, of the original metre-gauge line are as follows:</p> <p style="text-align: center;"><i>Dates for survey.</i></p> <p>Nágpur to Dongargarh, 4th February 1871. Extension from Dongargarh, 11th September 1880.</p> <p style="text-align: center;"><i>Dates for construction.</i></p> <p>Nágpur to Dongargarh, 9th May 1878. Dongargarh to Ráj-Nándgaon, 15th March 1881.</p> <p style="text-align: center;"><i>Dates of opening.</i></p> <table> <tr> <td>Nágpur to Tumsar—</td><td>Miles.</td></tr> <tr> <td>For goods traffic . . . . . 6-4-80</td><td rowspan="3">53</td></tr> <tr> <td>For passenger traffic—</td></tr> <tr> <td>    Nágpur to Kamptee (9 miles) . . . . . 26-7-80</td></tr> <tr> <td>    Kamptee to Tumsar (44 miles) . . . . . 8-11-80</td><td></td></tr> <tr> <td>Dowháli junction (Tumsar road) to Tirora . . . . . 21-2-81</td><td>13</td></tr> <tr> <td>Tirora to Gondia . . . . . 18-5-81</td><td>18</td></tr> <tr> <td>Gondia to Amgaon . . . . . 25-11-81</td><td>14</td></tr> <tr> <td>Amgaon to Ráj-Nándgaon—</td><td></td></tr> <tr> <td>    For goods traffic . . . . . 16-12-82</td><td rowspan="2">51</td></tr> <tr> <td>    For passenger traffic . . . . . 7-2-83</td></tr> </table> <p>TOTAL MILEAGE NOW CONVERTED TO STANDARD GAUGE . . . . . 145.50*</p> <p>The line was opened through for goods traffic on the 1st February 1891, and for passenger traffic on the 28th March 1891.</p> <p>The Saranda tunnel was completed and opened for traffic on the 1st October 1892. It is lined almost throughout.</p>	Nágpur to Tumsar—	Miles.	For goods traffic . . . . . 6-4-80	53	For passenger traffic—	Nágpur to Kamptee (9 miles) . . . . . 26-7-80	Kamptee to Tumsar (44 miles) . . . . . 8-11-80		Dowháli junction (Tumsar road) to Tirora . . . . . 21-2-81	13	Tirora to Gondia . . . . . 18-5-81	18	Gondia to Amgaon . . . . . 25-11-81	14	Amgaon to Ráj-Nándgaon—		For goods traffic . . . . . 16-12-82	51	For passenger traffic . . . . . 7-2-83
Nágpur to Tumsar—	Miles.																			
For goods traffic . . . . . 6-4-80	53																			
For passenger traffic—																				
Nágpur to Kamptee (9 miles) . . . . . 26-7-80																				
Kamptee to Tumsar (44 miles) . . . . . 8-11-80																				
Dowháli junction (Tumsar road) to Tirora . . . . . 21-2-81	13																			
Tirora to Gondia . . . . . 18-5-81	18																			
Gondia to Amgaon . . . . . 25-11-81	14																			
Amgaon to Ráj-Nándgaon—																				
For goods traffic . . . . . 16-12-82	51																			
For passenger traffic . . . . . 7-2-83																				

\* Excluding the branch line from Dowháli to Tumsar (3.50 miles), which has been abandoned.

**Appendix 7.**  
History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year.

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles. Miles.	Miles.	Miles.
4(a)	<b>Bengal-Nagpur—concl'd.</b> (5' 6" gauge). Brought forward 626·69		Brought forward . 626·69
	<b>Branches—</b>		<b>Branches—</b>
	Damoodur (5·10 miles from Asansol junction) to the Sanctoria collieries ( <i>Sanctoria coal branch</i> ) . 7·03		Damoodur to the Sanctoria collieries— For coal traffic . 12-6-89 7·03
	Jharsuguda (245·22 miles from Asansol) to Sambalpur ( <i>Sambalpur branch</i> ) . 30·23		Jharsuguda to Sambalpur— For goods traffic . 1-2-93 } For passenger traffic . 10-3-93 } 30·23
	Biláspur to Katni ( <i>Katni branch</i> ) . 196·93		Biláspur to Birsinghpur— For goods traffic . 1-2-91 } For passenger traffic . 9-3-91 } 142·57
		234·19	Birsinghpur to Umaria— For goods traffic . 11-5-90 } For passenger traffic . 9-3-91 } 18·48
			Umaria to Katni . 2-11-86 35·88
			234·19
	Sini (530·41 miles from Nágpur on the Bengal-Nágpur railway, main line) to Howrah . 170·33		Sini to Khargpur— For goods traffic . 1-6-98 } For passenger traffic . 20-9-98 } 99·50
	Khargpur to Barang (Cuttack), on the East Coast State railway . 188·50		Khargpur to Khal Bridge— For goods traffic . 17-12-98 } For passenger traffic . 6-3-99 } 34·53
		358·83	Khal Bridge to Rajapur Khal . 24-5-00 18·80
			Rajapur Khal to Howrah . 14-12-00 17·50
			170·33
	Santragachi to Shalimar . 3·00		Khargpur to Balasore— For goods traffic . 17-12-98 } For passenger traffic . 6-3-99 } 71·75
	Khal bridge to Kola river side station ( <i>Kola riverside branch</i> ) . 1·00		Balasore to Barang (Cuttack)— For goods traffic . 10-1-99 } For passenger traffic . 6-3-99 } 116·75
	Khargpur to Bujudih . 122·02		188·50
	<b>TOTAL</b> . 1,345·73		<b>Rajapur Khal to Kola Riverside Station—</b> For goods traffic . 17-12-98 } For passenger traffic . 6-3-99 } 1·00
			<b>Khargpur to Cossye river—</b> For goods traffic . 20-12-99 } For passenger traffic . 1-2-00 } 5·75
			<b>TOTAL OPEN MILEAGE</b> 1,226·46
II (b)	<b>Bezwada extension (East Coast State)—</b> (5' 6" gauge). Hyderabad frontier to Bezwada (91·00 miles from Góddávari North on the East Coast State railway) . . . . . 20·58	20·58	Hyderabad frontier to Bezwada . . . . . 10-2-89 20·58



on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.	
<p>The Sambalpur branch is laid with the same type of permanent-way as the main line, but no s&amp;#228;l sleepers have been added at rail joints. The work is fairly heavy and contains one bridge of six spans of 100 feet girders across the Bonum river.</p> <p>The Umaria-Katni section, which was originally laid with second-hand East Indian railway permanent-way on timber sleepers (8&amp;#224;lb. rails on three-fourths of the distance and 74lb. rails on the remainder), is now being relaid with 75lb. flat-footed rails on transverse steel sleepers. Thirty-four miles have been relaid up to date.</p> <p>The ruling gradient is 1 in 100. The curves are 1,910 feet in radius and upwards. Earthwork is heavy and there was much rock-cutting. The only noteworthy bridge is over the Mah&amp;#228;nadi, which separates the Central Provinces from Rewah. This bridge consists of four spans of 100 feet, one of 80 feet, and one of 40 feet.</p> <p>This line has been laid with steel rails weighing 85lb. to the yard on cast-iron pot sleepers.</p> <p>The important bridges are those over the Koakhye, Katjoori, Mah&amp;#228;nadi, Beroopa, Brahmini, Byturni, Boora Bolong, Lower Subanarikha, Cossye, Roopanarain, Damoodur, Upper Subanarikha and Korkai rivers.</p> <p>The length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are shown in the statement below :</p>				<p>The survey of the Sambalpur branch was sanctioned in October 1890. Orders for construction issued in July 1891, and work was commenced in October 1891.</p> <p>The surveys of the Sini-Midnapore-Howrah and Midnapore-Barang (Cuttack) section were carried out by Government. Sanction for construction was given in August 1895, and work was started by the Bengal-N&amp;#228;gpur Railway Company in December 1895.</p> <p>The construction of the bridge over the Mah&amp;#228;nadi delta round Cuttack, to connect directly with the East Coast State railway, was sanctioned in March 1897, and completed in March 1900.</p> <p>The construction of the Khargpur-Midnapare section of the Midnapore-Jherriah branch was sanctioned in January 1899, and work was commenced in the same month and completed up to the Cossye river in January 1900.</p>	
Section of line.	Length of gradients.		Curves under a radius of 1,000 feet.		
	&#2211;0	&#2211;00	Length.	Radius.	
Main line—	Mile.	Miles.	Mile.	Feet.	
Between 160 and 161 miles from N&#228;gpur .	...	0'19	...	...	
" 341 " 363 " " "	...	7'36	...	...	
" 419 " 437 " " "	...	5'83	...	...	
" 472 " 491 " " "	...	13'01	...	...	
" 531 " 624 " " "	...	23'44	...	...	
Sanctoria coal branch . . . . .	0'15	1'36	0'28	800	
Katni branch—					
Between 299 and 317 miles from N&#228;gpur .	...	12'06	...	...	
" 378 " 387 " " "	...	4'53	...	...	
" 418 " 423 " " "	...	1'59	...	...	
" 438 " 439 " " "	...	0'61	...	...	
Sambalpur branch—					
Between 385 and 413 miles from N&#228;gpur .	...	8'90	...	...	
<p>The Bezwada extension runs through an open and fairly level country, mainly composed of black cotton soil. It is constructed for a single track, and is laid with 66&amp;#224;lb. steel rails on pea-pod sleepers. There are no large bridges, and the line is fenced only at stations.</p> <p>A grade of 1 in 100, 0'32 mile in length, is the steepest on this line. There are no curves under a radius of 1,000 feet.</p>				<p>The line was sanctioned for construction on the 26th November 1886. It was amalgamated with the East Coast State railway on the 1st January 1895, and from the same date the length between the north distant signal of the Bezwada station and the frontier of His Highness the Nizam's dominions was made over to the Nizam's Guaranteed State Railways Company to be worked, on behalf of the State, as part of their system. The extension is maintained by the East Coast State Railway.</p>	

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
22 (a)	<b>Bhāvnagar-Gondal-Junágad-Porbandar—</b>	Miles.	
	(3' 3½" gauge).		Miles.
	Bhāvnagar Bandar to Wadhvān Junction . . . . .		Bhāvnagar to Wadhvān . 20-12-80 *105·20
	Dhola Junction (32·00 miles from Bhāvnagar Bandar) to Porbandar Bandar . . . . .		Dhola to Dhorāji . . 19-1-81 88·37 Dhorāji to Porbandar . 17-12-89 † 69·44 Porbandar to Porbandar Bandar—
	Jetalsar Junction (112·00 miles from Bhāvnagar Bandar) to Verával Bandar, including 2·33 miles of Junágad quarry line . . . . .		For goods traffic . 15-3-90 0·98 Jetalsar to Junágad . 1-9-88 16·00 Junágad to Verával (including Junágad quarry line) . . . . 1-2-89 ‡ 53·55
			Verával to Verával Bandar—
			For goods traffic . 1-12-90 0·30
	TOTAL . . .		TOTAL OPEN MILEAGE . 333·84
9 (i)	<b>Bhopal-Itársi—</b>	Miles.	
	(5' 6" gauge).		
	<i>Main line—</i>		<i>Main line—</i>
	Itársi [463·28 miles from Bombay (Victoria terminus) on the north-east line of the Great Indian Peninsula railway] to Bhopal . . . . .		Itársi to Hoshangabad . 1-6-82 10·89 Hoshangabad to Bhopal . 18-11-84 46·22
			57·11
	<i>Branch—</i>		<i>Branch—</i>
	Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal . . . . .		Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal . . . . 11-11-95 0·28
			TOTAL OPEN MILEAGE . 57·39

\* Of this, the Bhāvnagar Dock estate line, 0·87 mile, is worked for goods traffic only.

† Of this, the Porbandar Dock estate line, 1·35 miles, is worked for goods traffic only.

‡ Of this, the Junágad quarry line, 2·35 miles, and Junágad Dock estate line, 0·30 mile, are worked for goods traffic only.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The lines from Bhávnagar to Wadhván and Dhola to Dhoráji have been constructed for a single track with 41½ lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The ruling gradient is practically 1 in 200, but there is a short length (0·21 mile) of 1 in 100 at mile 72.</p> <p>The ruling gradient on the Jetalsar-Verával section is 1 in 150. The permanent-way consists of 41½ lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers.</p> <p>The permanent-way on the Dhoráji-Porbandar section consists of 41½ lb. flat-footed steel rails, laid on steel transverse sleepers. The ruling gradient is 1 in 200. With the exception of one or two short lengths ballasted with kunkur, the line is laid with a good section of well-broken stone ballast.</p> <p>The whole line is practically unfenced.</p> <p>There are no curves under a radius of 1,000 feet.</p>	<p>The dates of orders for survey and construction of the Bhávnagar-Gondal section are 11th March 1878 and 19th March 1879, respectively. The line has been constructed for the Native States by the British Government, and is worked under the direction of a Board of Control consisting of representatives of each of the proprietary states. The revised agreement came into force on the 1st January 1897 and will be found in Appendix Y to Part II of the Railway Administration Report for 1897-98.</p> <p>The portions from Bhávnagar to Wadhván on the north and from Dhola as far as Dhasa on the west, have been constructed from the revenues of the Bhávnagar State, and that from Dhasa to Dhoráji from the revenues of the Gondal State.</p> <p>The survey of the Jetalsar-Verával section was ordered on the 3rd October 1885 and the construction on the 24th December 1886. The line has been constructed at the expense of the Junágad State, within whose territory it lies.</p> <p>The survey of the Dhoráji-Porbandar section was sanctioned on the 1st November 1886, and commenced in March 1887. The construction was sanctioned on the 24th January 1888. The line has been constructed at the joint expense of the Gondal and Porbandar States under an agreement by which the Gondal section above referred to also became the joint property of these two States.</p>

The line has been laid for a single track with 62 lb. steel rails. The sleepers were partly of steel and partly of creosoted pine and other kinds of wood.

The ghât section, Budni to Barkhera, which was originally laid with jungle wood sleepers, was, during the year 1890, relaid with Indian Midland railway cast-iron oval pot sleepers weighing 92 lbs. per bowl. A similar operation was subsequently put in hand on those portions of the line where wooden sleepers were in use. The whole of these portions are now relaid with Indian Midland railway pot sleepers. Up to the end of 1899, 14·25 miles have been relaid with Indian Midland railway 80 lb. rails.

The line is wholly fenced.

There are no curves under a radius of 1,000 feet.

The steepest gradients are noted below:

SECTION OF LINE.	LENGTH OF GRADIENTS.	
	1 in 100 to 1 in 150	1 in 150 to 1 in 200
	Miles.	Mile.
Budni-Barkhera . . . . .	6·77	0·83

The dates of orders for survey and construction are 4th June 1879 and 31st July 1880, respectively.

The British Government has paid for the portion, 13·11 miles, in its own territory, and a moiety of the cost of the bridge over the Nerbudda, or, in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. Profits are shared between Her Highness the Begum and the British Government in proportion to the capital contributed by each party at the close of the period for which accounts are made up. The line has been worked by the Indian Midland Railway Company from the 1st January 1889.

The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94.

The short branch, 0·28 mile in length, from the centre of Bhopal station to the joint boundary of the Bhopal-Itarsi and Indian Midland railways at Bhopal, was sanctioned for construction in July 1894.

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

NOTE—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
9 (h)	<p><b>Bhopal-Ujjain—</b> (5' 6" gauge).</p> <p>From joint boundary of the Indian Midland and Bhopal-Itarsi railways at Bhopal (57 miles from Itarsi on the Bhopal-Itarsi railway) to Ujjain (600.50 miles from Ahmedabad) on the Ujjain branch of the Rajputana-Malwa railway . . . . .</p>	113.27	<p>Bhopal to Ujjain—</p> <p>For goods traffic . . . 11-11-95 } For passenger traffic . . . 11-4-96 } 113.27</p>
9 (g)	<p><b>Bina-Goonā-Bārān—</b> (5' 6" gauge).</p> <p>From the joint boundary of the Indian Midland and Bina-Goonā railways, a point 2.00 miles from the centre of Bina station (143 miles from Itarsi on the Indian Midland railway), to Goonā . . . . .</p> <p><i>Goonā-Bārān extension—</i> Goonā to Bārān . . . . .</p>	<p>71.71</p> <p>73.88</p> <p>145.59</p>	<p>From the joint boundary of the Indian Midland and Bina-Goonā railways, a point 2.00 miles from the centre of Bina station to Goonā . . . 23-9-95 71.71</p> <p>From centre of Goonā station (mile 216—3.403 ft.) to centre of Bārān station (mile 290—6.97 ft.). } 15-5-99 73.88</p>
			Total open mileage . . 145.59

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																		
<p>The permanent-way consists of 75lb. flat-footed steel rails laid on 135lb. transverse steel sleepers.</p> <p>There are six large bridges on the line:</p> <table><tr><td>Parbati</td><td>5 spans of</td><td>100 feet.</td></tr><tr><td>Niwaj</td><td>5 " "</td><td>100 "</td></tr><tr><td>Bari-Kalis-Sind</td><td>6 " "</td><td>100 "</td></tr><tr><td>Lakhundar</td><td>4 " "</td><td>60 "</td></tr><tr><td>Greater Tilar</td><td>8 " "</td><td>60 "</td></tr><tr><td>Choti-Kali-Sind</td><td>6 " "</td><td>60 "</td></tr></table> <p>The line is fenced only at, and in the vicinity of, stations, towns, and important level crossings.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The ruling gradient is 1 in 150 and aggregates 31·88 miles in length.</p>	Parbati	5 spans of	100 feet.	Niwaj	5 " "	100 "	Bari-Kalis-Sind	6 " "	100 "	Lakhundar	4 " "	60 "	Greater Tilar	8 " "	60 "	Choti-Kali-Sind	6 " "	60 "	<p>The construction of this line was sanctioned in November 1892.</p> <p>Earthwork of portions in Gwalior was started in February 1893. Work on the Bhopal section was not started until the end of April 1893.</p> <p>The line was constructed jointly by the Gwalior and Bhopal States; but is worked by the Indian Midland Railway Company. The terms of working will be found in Appedices GG and HH to Part II of the Railway Administration Report for 1896-97.</p>
Parbati	5 spans of	100 feet.																	
Niwaj	5 " "	100 "																	
Bari-Kalis-Sind	6 " "	100 "																	
Lakhundar	4 " "	60 "																	
Greater Tilar	8 " "	60 "																	
Choti-Kali-Sind	6 " "	60 "																	
<p>The permanent-way consists of 75lb. steel rails laid on steel transverse sleepers.</p> <p>There are three large bridges:—the "Betwa," 16 spans of 100 feet, the "Or," 5 spans of 60 feet, and the "Sindh," 5 spans of 100 feet.</p> <p>The line is fenced throughout.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The ruling gradient is 1 in 125, of which there are 7 in number on the Bina-Goonna line, aggregating 3·95 miles in length.</p> <p>The country for the first part passed through is difficult, there being a sudden descent from the Central India plateau; but the latter portion, the Kotah section, is easy going. The main works are some 6 miles of very heavy ghat work with 50 feet banks and cuttings now completed: and the Parbatti bridge, 11 spans of 100 feet girders. Other large bridges are the Betli, 3-60 feet girders, the Andheri, 5-60 feet girders and the Lhassi, 3-40 feet girders. The ruling grade is 1 in 125, there being a continuous run of 6½ miles on this grade down the Goona ghâts. The sharpest curve is 1 degree or over 1 mile radius. A temporary terminus is being formed at Bárán pending decision as to further extension. The permanent-way consists of 75lb. flat-footed steel rails with 4-holed fish plates laid on deodar sleepers. Some 15 miles of Indian State Railway pattern steel trough sleepers, surplus from the Bhopal-Ujjain and Bina Goona railways, have been utilized on the Gwalior section. The line will be ballasted throughout but not fenced, except at stations. Black trap, sand stone, laterite or river shingle ballast is used as found most economical on the various lengths. Good stone is found; sand stone in parts, at other places basalt. Generally all openings are arched or flat tops. The only minor girder openings are 1-30 feet, 2-20 feet and 2-12 feet girders. Platforms, foot high above rail level only are being constructed. A station master's room and a waiting hall, serviceable also for goods protection, is arranged for at each station. At Chabra a waiting room for upper class is also provided, and at Bárán a rest-house has been built.</p>	<p>This line was constructed by the Gwalior Darbar, and handed over to the Indian Midland Railway Company for working on the 23rd September 1895. The terms of working will be found in Appendix EE to Part II of the Railway Administration Report for 1896-97.</p> <p>This line is an extension of the Bina-Goonna branch of the Indian Midland Railway system, and is being constructed jointly by the Durbars of the Gwalior, Tonk and Kotah States under Agreements the terms of which will be found in Appendices V, W and X to the Railway Administration Report for 1899-1900.</p> <p>Sanction was accorded to the commencement of earth work in the Gwalior section as a famine relief work in March 1896 and sanction to the whole line was accorded in January 1897.</p> <p>Rails were laid into Bárán by June 1898, but owing to the undue delay in receipt of girders the road was not laid over the Parbatti bridge till March 1899. It was opened for traffic on the 15th May 1899.</p> <p>A further extension of this system to Marwar Junction and Ajmer is under survey.</p>																		

Appendix 7.  
History of Railways.

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History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
22 (e)	Birur-Shimoga— (3' 3½" gauge). Birur to Shimoga . . . . .	Miles.  37'90	Miles.  Birur to Shimoga . . . . . 1-12-99 37'90

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line is constructed for a single track. The rails are steel 41½ lb. to the yard laid on Mysore teak sleepers.</p> <p>The country traversed is somewhat undulating and the length of curves amount to 8·20 miles. There are no curves under a radius of 1,500 feet. The ruling gradient is 1 in 89 for a length of 1·87 miles. There are also gradients of 1 in 90 for 8·28 miles. The important river crossed is the Bhadra by 11 spans of 60' girders.</p>	<p>This line is worked by the Southern Mahratta Railway Company under an agreement, the terms of which will be found in Appendix K to this report.</p>

### *History of Railways constructed and in progress*

**NOTE.**—On account of the earlier issue of this Appendix this year.

[illegible]



## DIX 7—continued.\*

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.														
<p>The line is double from Colába to Dahanu, 78·28 miles; from Sachin to Anklesvar, 40·19 miles; from Broach to Baroda, 44·01 miles; and from Bârejâdi to Ahmedabad, 10·21 miles—in all 172·69 miles. The work of doubling the line from Dahanu to Sachin 80·00 miles is in hand and from Anklesvar to Broach, 5 miles, is completed. The warren girders of the bridges have been renewed by steel plate girders.</p> <p>The Nerburdda viaduct had a complete double line of superstructure before the disaster of 1876; but on the reconstruction of the destroyed portion only a single line was provided on that part. Part of the double line on the standing portion was removed. The whole structure has, however, been replaced by an entirely new bridge, which was opened on the 16th May 1881. This bridge is constructed with piers for a double road, but only one set of girders has been erected.</p> <p>The main line is chiefly laid with double-headed steel rails, weighing 69lb. to the yard, except on the Wadhwan extension, which is, for the most part, laid with 60lb. iron rails and cast-iron pots. On the Ahmedabad-Viramgâm section, however, 8 miles of road are being renewed annually with 69lb. steel rails. On the southern part of the line (Bombay to Broach) the rails are laid with creosoted pine sleepers fully ballasted with stone; on these parts the sleepers are left bare of ballast between the rails. On the rest of this division, and on the whole of the northern division, pot sleepers are used generally with sand ballast with a skin of stone to keep down the dust, but in a few cases with stone, and renewals are made with stone or gravel.</p> <p>On the double line from Virâr to Dahanu, Amroli to Anklesvar and Broach to Miyagam, 82lb. bull-headed steel rails are laid on creosoted pine sleepers and based four-holed chairs and ballasted with stone and gravel ballast.</p> <p>On the double line from Miyagam to Itola 82lb. bull-headed steel rails are laid on cast-iron pot sleepers and ballasted with gravel ballast.</p> <p>On the double line Itola to Baroda 69lb. double-headed steel rails are laid on cast-iron pot sleepers and ballasted with gravel ballast.</p> <p>The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 2 miles of cactus. From Ahmedabad to Wadhwan there are 37 miles of cactus and 43 miles of wire.</p> <p>The ruling gradient on the main line is 1 in 500, of which there are 63 in number aggregating 97·87 miles in length.</p> <p>The formation and earthwork of the Godhra branch are for a single line; the rails are 61lb. and 69lb. steel, laid, with a few trifling exceptions, on iron pot sleepers with sand ballast. The 60lb. iron rails have been renewed with 69lb. steel rails. The line is located on the trunk road, and is fenced partly with cactus (8 miles) and partly with wire (41 miles).</p>	<p>The section from Colába to Marine lines was commenced in May 1865.</p> <p>The estimates of the extension to Wadhwan were sanctioned on the 24th October 1870.</p> <p>The following are the dates of sanction of the remaining sections of this line :—</p> <table> <tr> <td>Marine lines to Charni Road . . .</td><td>1868</td></tr> <tr> <td>Charni Road to Grant Road . . .</td><td>May 1863</td></tr> <tr> <td>Grant Road to Dâdar . . .</td><td>July 1862</td></tr> <tr> <td>Dadar to 50th mile (from Colába) . . .</td><td>1859</td></tr> <tr> <td>50th mile (from Colába) to Surat . . .</td><td>1858</td></tr> <tr> <td>Surat to Ahmedabad . . .</td><td>1857 and 1859</td></tr> <tr> <td>Ahmedabad to Viramgâm . . .</td><td>October 1870</td></tr> </table>	Marine lines to Charni Road . . .	1868	Charni Road to Grant Road . . .	May 1863	Grant Road to Dâdar . . .	July 1862	Dadar to 50th mile (from Colába) . . .	1859	50th mile (from Colába) to Surat . . .	1858	Surat to Ahmedabad . . .	1857 and 1859	Ahmedabad to Viramgâm . . .	October 1870
Marine lines to Charni Road . . .	1868														
Charni Road to Grant Road . . .	May 1863														
Grant Road to Dâdar . . .	July 1862														
Dadar to 50th mile (from Colába) . . .	1859														
50th mile (from Colába) to Surat . . .	1858														
Surat to Ahmedabad . . .	1857 and 1859														
Ahmedabad to Viramgâm . . .	October 1870														

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

NOTE —On account of the earlier issue on this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
10 (a)	<b>Bombay, Baroda and Central India—concl'd.</b> (5' 6" gauge).  Brought forward . 460'90		  Brought forward . 460'90
			<b>DOUBLE MAIN LINE—</b> Colába to Marine lines . 18-1-70 1'91 Marine lines to Charni Road . . . . . 19-6-69 0'71 Charni Road to Bellasis Road . . . . . 13-9-68 1'29 Bellasis Road to Máhim . 20-7-65 5'44 Máhim to Bándra . . . 23-2-66 1'07 Bándra to Santa Cruz . 23-5-66 1'83 Santa Cruz to Andheri . 29-8-67 2'71 Andheri to Bháyndar . . 27-4-85 13'33 Bháyndar to Virár . . . 1-10-85 10'34 Virár to Palghar . . . . 1-12-97 19'28 Palghar to Dahanu Road . 17-1-98 20'37 Dahanu Road to Gholvad . 20-4-00 6'68 Gholvad to Damaun . . . 18-10-00 23'19 Sachin to Kánkra Khári . 4-7-87 6'36 Kánkra Khári to Surat . 5-6-68 2'72 Surat to Amroli . . . . 9-10-67 2'19 Amroli to Sayan . . . . 25-5-98 6'43 Sayan to Kim . . . . . 1-10-98 6'33 Kim to Anklesvar . . . . 11-12-99 16'16 Broach to Miyagam . . . 15-10-99 25'42 Miyagam to Itola . . . . 15-9-97 7'82 Itola to Baroda . . . . . 7-6-95 10'77 Bárejadi to Ahmedabad . 2-6-87 10'21  <b>TOTAL DOUBLE LINE . 202'56</b>  <b>TOTAL OPEN MILEAGE . 460'90</b>
	<b>TOTAL . 460'90</b>		
2 (c)	<b>Brahmaputra-Sultanpur—</b> (3' 3½" gauge).  Santahar to Fulchhari . . . . . 59'19		Santahar to Bogra . . . 1-4-99 24'50 Bogra to Davantola . . . 5-4-00 22'02 Davantola to Bonarpara— For goods traffic . . . 1-8-00 } For passenger traffic . 15-9-00 } 4'60 Bonarpara to Fulchhari— For goods traffic . . . 1-9-00 } For passenger traffic . 15-9-00 } 8'07  <b>TOTAL OPEN MILEAGE . 59'19</b>



**Appendix 7.**  
History of Railways.

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*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
25 (a)	<b>Burma—</b> Miles.		Miles.
	(3' 3½" gauge).		
	<i>Irrawaddy line—</i>		
	Rangoon to Prome . . . . 161'00		Rangoon to Prome . . . 2-5-77 161'00
	<i>Sittang line—</i>		
	Rangoon to Toungoo . . . . 166'00		Rangoon to Pegu—
			For goods traffic . . . 4-2-84 } 46'25
			For passenger traffic . . 26-2-84 }
			Pegu to Pyuntaza—
			For goods traffic . . . 4-2-84 } 41'75
			For passenger traffic . . 10-7-84 }
			Pyuntaza to Nyaunglebin—
			For goods traffic . . . 4-2-84 } 5'00
			For passenger traffic . . 1-8-84 }
			Nyaunglebin to Toungoo . . 1-7-85 73'00
			Total Sittang line . . 166'00
	<i>Suburban lines</i> . . . . 9'00		Suburban lines—
			For goods traffic . { 1-3-80 6'00
			15-7-90 3'00
			Total Suburban lines . . 9'00
	<i>Mandalay line—</i>		
	<i>Main line—</i>		
	Toungoo (166 miles from Rangoon on the Sittang line) to Mandalay 220'00		Toungoo to Thawutti—
			For goods traffic . . . 1-5-88 } 44'00
			For passenger traffic . . 11-7-88 }
			Thawutti to Pyinmana—
			For goods traffic . . . 1-5-88 } 15'00
			For passenger traffic . . 26-9-88 }
			Pyinmana to Yaméthin—
			For goods traffic . . . 15-11-88 } 49'00
			For passenger traffic . . 1-3-89 }
			Yaméthin to Mandalay . . 1-3-89 112'00
			220'00
	<i>Branches—</i> Miles.		<i>Branches—</i>
	Thazi to Myingyan . . . 70'10		Thazi to Meiktila Can-
			tonment . . . 10-5-93 12'89
			Meiktila to Myingyan . 15-11-99 57'21
			Mandalay to Mandalay shore—
			For goods traffic . April 1889 2'50
	Mandalay to Mandalay shore (Mandalay shore branch) 2'50		Total Mandalay line . . 292'60
	72'60		
	292'60		Sagaing to Shwebo . . 1-7-91 53'05
			Shwebo to Wuntho—
			For goods traffic . . . 4-4-92 } 99'46
			For passenger traffic . . 15-3-93 }
			Wuntho to Nankan . . 1-11-94 15'46
			Nankan to Mohnyin . 21-10-95 74'35
			Mohnyin to Mogaung—
			For goods traffic . . . 1-3-96 } 52'34
			For passenger traffic . . 16-7-97 }
			Mogaung to Myitkyina—
			For goods traffic . . . 1-1-98 } 36'63
			For passenger traffic . . 10-2-99 }
			331'29
	Carried over . { 331'29		Carried over . { 628'60
	628'60		331'29

## DIX 7—continued.

Appendix 7:  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																																																													
<p>The Irrawaddy line is laid with steel rails, 50lb. to the yard, for a double track from Rangoon to Insein (9 miles), the remaining 152 miles being laid for a single track with 50lb. steel rails for 90 miles, 41½lb steel for 29 miles and 40lb. iron for 33 miles.</p> <p>The bridging is heavy owing to the severe floods from the Irrawaddy river. The other works are light, as the country traversed is flat and low.</p> <p>The Sittang line is laid with steel rails, 50lb. to the yard, from Pazundaung to Pyinbongyi (62 miles), the remaining 104 miles being laid with rails, 41½lb. to the yard, on pyinkado sleepers. The country traversed is similar to that through which the Irrawaddy line passes, except that there are about 50 miles of forest land on the Sittang line against about 27 miles on the Irrawaddy line. The bridging is also much heavier, there being on the Sittang line 15,730 lineal feet of water-way provided against 8,165 lineal feet on the Irrawaddy line.</p> <p>The permanent-way on the Mandalay line consists of 50lb. flat-footed steel rails, with deep web fish-plates of Bessemer steel.</p> <p>The ballast is either single or broken stone.</p> <p><b>Bridges—</b></p> <table><tr><td>Swa river</td><td>{ 3 of 100</td></tr><tr><td></td><td>{ 1 „ 40</td></tr><tr><td>Nagalike</td><td>{ 3 „ 100</td></tr><tr><td></td><td>{ 2 „ 40</td></tr><tr><td>Sinthe</td><td>{ 4 „ 100</td></tr><tr><td></td><td>{ 1 „ 150</td></tr><tr><td>Samôn</td><td>{ 2 „ 40</td></tr><tr><td>Panloun</td><td>{ 5 „ 60</td></tr><tr><td></td><td>{ 4 „ 150</td></tr><tr><td>Myitngé</td><td>{ 2 „ 40</td></tr><tr><td></td><td>{ 4 „ 100</td></tr><tr><td>Mu</td><td>{ 2 „ 40</td></tr><tr><td></td><td>{ 3 „ 100</td></tr><tr><td>Meza</td><td>{ 10 „ 40</td></tr><tr><td></td><td>{ 2 „ 60</td></tr><tr><td>Namkwin</td><td>{ 6 „ 40</td></tr><tr><td></td><td>{ 1 „ 100</td></tr><tr><td>Namyin</td><td>{ 6 „ 40</td></tr><tr><td></td><td>{ 5 „ 100</td></tr><tr><td>Mogaung</td><td>{ 9 „ 40</td></tr><tr><td></td><td>{ 3 „ 60</td></tr><tr><td>Namti</td><td>{ 4 „ 40</td></tr><tr><td></td><td>{ 1 „ 100</td></tr><tr><td>Namkwi</td><td>{ 6 „ 40</td></tr><tr><td>Meiktila lake (Timber Trestle)</td><td>24 „ 15</td></tr><tr><td>Inflow to do. do.</td><td>27 „ 15</td></tr></table> <p>There are several other bridges with water-ways up to 200 lineal feet.</p> <p>All girder bridges on the Mandalay line are provided with floors and hand rails for military purposes.</p> <p>There are no great engineering difficulties, but much of the line passes through thick jungle.</p> <p>The line from Prome to Mandalay is fenced.</p> <p>The earthwork on the Thazi-Myingyan branch was carried out as a famine relief work, the bridging is partly of timber and partly of masonry with steel girders. The permanent-way consists of steel rails 41½ and 50lb. to the yard, and the sleepers are of pyinkado.</p> <p>On the Mu Valley line masonry of bridges is mostly of brickwork. The permanent-way consists of 41½lb. flat-footed steel rails, laid on sleepers of teak, pyinkado, ingyin and thitya. The ballast is all of broken stone or shingle. The line is generally unfenced, except at a few stations.</p>	Swa river	{ 3 of 100		{ 1 „ 40	Nagalike	{ 3 „ 100		{ 2 „ 40	Sinthe	{ 4 „ 100		{ 1 „ 150	Samôn	{ 2 „ 40	Panloun	{ 5 „ 60		{ 4 „ 150	Myitngé	{ 2 „ 40		{ 4 „ 100	Mu	{ 2 „ 40		{ 3 „ 100	Meza	{ 10 „ 40		{ 2 „ 60	Namkwin	{ 6 „ 40		{ 1 „ 100	Namyin	{ 6 „ 40		{ 5 „ 100	Mogaung	{ 9 „ 40		{ 3 „ 60	Namti	{ 4 „ 40		{ 1 „ 100	Namkwi	{ 6 „ 40	Meiktila lake (Timber Trestle)	24 „ 15	Inflow to do. do.	27 „ 15	<p>The dates of orders for survey and construction are as follow:</p> <table><tr><td></td><td><i>Dates for survey.</i></td><td><i>Dates for construction.</i></td></tr><tr><td>Rangoon to Prome</td><td>16-10-69</td><td>25-9-74</td></tr><tr><td>Rangoon to Toungoo</td><td>17-8-74</td><td>23-5-81</td></tr></table> <p>The orders for the survey of the Mandalay line were issued in March 1886.</p> <p>The construction of the line was sanctioned in October 1886, and work began on the first 60 miles from Toun-goo in November 1886; on 40 miles from Mandalay southwards, in January 1887; on the section from mile 60 (from Toungoo) to mile 108, in April 1887; and on the remaing section from mile 108 to mile 180, in June 1887.</p> <p>Commencement of work on the Meiktila branch was sanctioned on the 1st January 1892 as a famine relief measure.</p> <p>An extension of this branch to Myingyan was sanctioned and construction started in September 1898.</p> <p>The construction of the main line, Sagaing to Kawlin and of the Myohaung branch, was sanctioned on the 17th October 1889, and work commenced about the 1st Janu-ary 1890.</p>		<i>Dates for survey.</i>	<i>Dates for construction.</i>	Rangoon to Prome	16-10-69	25-9-74	Rangoon to Toungoo	17-8-74	23-5-81
Swa river	{ 3 of 100																																																													
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**Appendix 7.**  
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
25 (a)	<p><b>Burma—concl'd.</b> (3'3½" gauge).</p> <p>Brought forward { 331'29 628'60</p> <p><i>Branches—(concl'd.)</i> Sagaing (on the right bank of the Irrawaddy) to Alon (on the left bank of the Chindwin) . . . . . 70'46</p> <p>Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the left bank of the Irrawaddy opposite Sagaing (<i>Myohaung branch</i>) . . . . . 6'00</p> <p>Naba on the main line to Katha on the right bank of the Irrawaddy (<i>Katha branch</i>) . . . . . 14'45</p> <p><u>422'20</u></p> <p><i>Mandalay Kunlón section—</i></p> <p>Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the right bank of the Salween river . . . . . 222'99</p> <p><i>Bassein-Henzada-Letpadan railway—</i> Letpadan (on Irrawaddy line) to Tharrawaddy on the east bank of the Irrawaddy river, thence through Henzada (on the west bank of the Irrawaddy) to the town of Bassein . . . . . 119'01</p> <p><u>1,392'80</u></p>		<p>Brought forward { 628'60 331'29</p> <p><i>Branches—</i> Sagaing to Alon . . . . . 15-4-00 70'46</p> <p>Myohaung to Amarapura shore— For goods traffic . . . 22-11-91 } 6'00 For passenger traffic . . . 22-2-92 }</p> <p>Naba to Katha . . . . . 2-10-95 14'45</p> <p>Total Mu Valley line . . . . . <u>422'20</u></p> <p>Myohaung to Sédaw— For goods traffic . . . . . 1-1-98 } 13'00 For passenger traffic . . . . . 1-4-00 }</p> <p>Sédaw to Maymyo . . . . . 1-4-00 26'10 Maymyo to Nawngkhio . . . . . 20-5-00 34'10</p> <p><u>73'20</u></p> <p><i>DOUBLE—</i> <i>Irrawaddy line—</i> Rangoon to Kemmendine 30-10-89 3'54 Kemmendine to Insein 10-1-90 5'50</p> <p><i>Mandalay line—</i> Myohaung to Mandalay 3-10-99 2'45</p> <p><i>Mu Valley line—</i> Nahakaung to Naba . . . . . 11-6-97 0'55</p> <p><u>12'00</u></p> <p><b>TOTAL . . . . . 1,124'00</b></p>

on the 31st December 1900, alphabetically arranged.

\* has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.																		
<p>The steepest gradient on this line is 1 in 50, of which there are in all three lengths. These are situated between miles 204 and 207 on the Nahakaung-Katha section, and their aggregate length is 3.08 miles. There are in all 13 curves of a radius of 573 feet—the sharpest on the line; four on the Katha branch between miles 212 and 213.8, the total length being 1,568 feet, and 9 on the main line between miles 171 to 235 on the Nankhan-Mohyin section, 3,790 feet long.</p> <p>On the Sagaing-Alon branch, the ruling gradient is 1 in 150 and the sharpest curve is 2°. The earthwork and bridging are not heavy, the latter being of stone or brick masonry and steel girders. The permanent-way consists of steel rails, 41½ and 50lb. to the yard on pyinkado sleepers; the ballast is of shingle and broken stone.</p> <p>The Mandalay-Kunlön line is being constructed for a single track with 50lb. steel rails and wooden sleepers. The sleepers will be of pyinkado, ingyin, thitya or oak, and average 2,200 to the mile. It is a mountain railway with a gradient of 1 in 40, except on the Maymyo Ghât (miles 13 to 28), where gradients of 1 in 25 have been sanctioned. The country traversed is, on the whole, difficult.</p> <p>The works and bridging generally are light for a mountain railway, with the exception of 1¼ miles of very heavy work on the Maymyo Ghât; and a long, high viaduct, and two tunnels at the Gokteik gorge. This viaduct will consist of 10 spans of 120 feet, 5 spans of 60 feet and 2 spans of 55 feet supported on piers formed of steel trestles in pairs 40 feet apart. Total length of viaduct will be 2,260 feet and greatest height of rail level above ground 325 feet.</p> <p>Special locomotives are being designed for this railway, and the rolling-stock will all be on bogies, fitted with the automatic brake for easy and safe working on the heavy gradients and sharp curves.</p> <p>The following statement shows approximately the length of gradients steeper than 1 in 100 and of curves under a radius of 1,000 feet:—</p> <table><tr><th rowspan="2">SECTION.</th><th colspan="3">GRADIENTS.</th><th colspan="2">CURVES.</th></tr><tr><th>1/25</th><th>1/25 to 1/40</th><th>1/40</th><th>Length.</th><th>Radius.</th></tr><tr><td>Mandalay (Myohauung) Salween— Mile 0 to 230.72 . . .</td><td>Miles. 11.36</td><td>Miles. 102.22</td><td>Miles. 18.32</td><td>Miles. 51.45</td><td>Varying from 338 feet to 955 feet.</td></tr></table> <p>The 11.36 miles of 1 in 25 gradients are on the Maymyo Ghât.</p> <p>Wooden bridging will be used to a certain extent on the easier and flatter portions of the line.</p> <p>The line will not be fenced.</p> <p>On the Bassein-Henzada-Letpadan branch the large bridges will be of steel girders on iron cylinders and piles. The permanent-way will be of steel rails 50lb. to the yard on pyinkado sleepers.</p>				SECTION.	GRADIENTS.			CURVES.		1/25	1/25 to 1/40	1/40	Length.	Radius.	Mandalay (Myohauung) Salween— Mile 0 to 230.72 . . .	Miles. 11.36	Miles. 102.22	Miles. 18.32	Miles. 51.45	Varying from 338 feet to 955 feet.	<p>The construction of the extensions from Kawlin to Gyodaung and from Gyodaung to Nankan was sanctioned in February and March 1891, respectively; but owing to the Wuntho insurrection work was not commenced till some months later.</p> <p>The construction of the extensions from Nankan to Mogoung and from Mogoung to Myitkyina was sanctioned in September 1892 and December 1895, respectively.</p> <p>Sanction was received in September 1898 to the construction of a branch line, 71.00 miles long, from Sagaing Station on the Mu Valley railway to Alon, a town on the Chindwin river. Work was commenced at once.</p> <p>Orders were given for the construction of the Mandalay-Kunlön line in October 1895.</p> <p>The working and construction of the Burma railways was made over to a company from the 1st September 1896—<i>vide</i> Appendix P to Part II of the Railway Administration Report for 1897-98.</p> <p>Sanction was received in February 1900 to the construction of the line from Letpadan to Tarrawaddy, a town on the east bank of the Irrawaddy through Henzada, on the west bank, to the town of Bassein, and work has been commenced.</p>	
SECTION.	GRADIENTS.				CURVES.																	
	1/25	1/25 to 1/40	1/40	Length.	Radius.																	
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**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class. No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
6 (a)	<b>Calcutta Port Commissioners'—</b> (5' 6" gauge).		
	Cossipore to Chandpal Ghât, Calcutta . . . . . 4'06		Bagbazar to Cossipore . . . . . 1-6-78 . . . 1'14 Bagbazar to Meerbohur Ghât . . . . . 1-11-75 . . . 1'76 Meerbohur Ghât to Jetties . . . . . 1-6-78 . . . 0'84 Jetties to Chandpal Ghât . . . . . 1-12-80 . . . 0'32 Chandpal Ghât to Kidderpore docks . . . . . 1-1-87 . . . 2'16 6'22
	Chandpal Ghât to Kidderpore docks . . . . . 2'16		
	<b>Shalimar branch—</b> Telkul Ghât Road to Bhurpara Khal at Shalimar . . . . . 2'31		Shalimar branch— Telkul Ghât Road to Bhur- para Khal at Shalimar . . . . . 11-12-84 . . . 2'31
	<b>TOTAL . . . . .</b>	<b>8'53</b>	<b>TOTAL OPEN MILEAGE . . . . . 8'53</b>



on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line is laid partly with iron and partly with steel rails, weighing 60lb. to the yard, on Maclellan's patent embossed sleepers and s&amp;al sleepers; packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The line is fenced with wire and iron standards.</p> <p>The line is laid partly with new rails on Maclellan's embossed sleepers and partly with East Indian railway second-hand material on transverse wooden sleepers, and packed with ballast. This section is fenced on the east side with wooden posts and rails.</p> <p>There are 5 small curves aggregating 678 feet, the radii of which vary from 500 feet to 740 feet and the lengths from 74 feet to 200 feet.</p> <p>The gradients up to 1 in 100 are :</p> <p>1 of 1 in 80 . . . . . 300 feet in length, and 1 of 1 in 90 . . . . . 400 " "</p> <p>The Shalimar branch is laid partly with single-headed steel rails weighing 60lbs. to the yard, on Maclellan's patent embossed steel sleepers, and partly with East Indian railway second-hand iron rails laid on cast-iron ordinary chairs spiked on teakwood sleepers. Packing is done with coal cinders and ballast. The line is fenced with wire and iron standards with wooden gate posts. The openings across the line are secured with balance poles or iron gates.</p>	<p>The line from Cossipore to Chandpal Ghât is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Bagbazar with the Eastern Bengal State railway and the Municipal railway, respectively.</p> <p>This line serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. It was sanctioned in 1874.</p> <p>This line is really a single line, but there are a large number of sidings for crossing trains and loading goods. There is a bridge over the Circular canal, the platform carrying the rails of which is constructed to lift and lower. This is to enable boats to pass when necessary.</p> <p>From Chandpal Ghât to Kidderpore docks a line with sidings was at first laid in 1886, being included in the general sanction for the docks, and was used solely for the carriage of material for the construction of the docks. It was opened to general goods traffic in 1891.</p> <p>The line is laid on the west side of the Howrah foreshore road and junction is effected with the East Indian railway on the north face of the overbridge across the ditch on the north of the Telkul Ghât Road. The line serves the workshops of Messrs. Burn and Company, the chawl golahs at Ramkrishtopore, the timber yard, flour and jute mills on the Howrah foreshore, as well as the several coal depôts at Shalimar, and is used for goods traffic only. The line is of a single track, and from it several sidings branch off to the jute and flour mills, etc.</p>

Appendix 7.  
History of Railways.

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class. No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
7 (c)	Cawnpore-Burhwál (metre gauge link)—	79'60*	Miles.	
	(3' 3½" gauge).			
	Cawnpore (point of junction with the Cawnpore-Achnera section of the Rajputana-Malwa railway) <i>via</i> Lucknow to Burhwál (point of junction with the Bahramghát branch of the Oudh and Rohilkhand State railway) . . .		Burhwál to Daliganj . . . 24-11-96	†34'57
			Aishbagh to Cawnpore—	
			For goods traffic . . . 25-4-97 } For passenger traffic . . . 15-5-97 }	‡45'03
Carried over .		79'60	Carried over .	
			79'60	

\* Excluding 3'66 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh, which forms a part of the alignment of this line.  
† Including the length, Burhwál to Bara Banki, 16'70 miles, laid on a mixed gauge.  
‡ Including the length over the Cawnpore bridge, 0'59 mile, laid on a mixed gauge.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																																
<p>The line has been laid partly on a mixed (5' 6" and 3' 3½") gauge and partly on a separate 3' 3½" gauge track, except for 3.66 miles between Daliganj and Aishbagh where the existing line of the Lucknow-Bareilly railway has been utilized. Starting from the north of Burhwál station, or the Oudh and Rohilkhand State railway, it runs up to Bara Banki along a third rail laid inside the Oudh and Rohilkhand State railway line, and thence on to Malhaur a separate metre gauge track has been laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand rails. From Malhaur it deviates to the east over new country and joins the Lucknow-Bareilly railway at the north end of Daliganj station. Passing through Daliganj the Lucknow-Bareilly rails are utilized to Aishbagh, where it crosses the Lucknow-Bareilly railway and runs for 2.08 miles over new country and joins the Cawnpore branch of the Oudh and Rohilkhand State railway at mile 2.80 from Lucknow, and thence runs parallel to the latter line up to the Cawnpore bridge station, whence a third rail has been laid across the Ganges bridge. After clearing the bridge the separate track, parallel to the Oudh and Rohilkhand rails, is resumed and followed up to and through the Cawnpore, Oudh and Rohilkhand State railway station yard, and, passing on, crosses the Grand Trunk Road, Ganges canal, and East Indian railway goods siding on a grade crossing, and joins the Cawnpore-Achnera railway at mile 83.26.</p> <p>Land has been taken up for a double line, except where the line runs alongside the Oudh and Rohilkhand State railway but the bridges have been constructed for a single line only.</p> <p>From Burhwál to Bara Banki the permanent-way consists of second-hand 60lb. steel rails, obtained from the Oudh and Rohilkhand State railway, laid on new deodar sleepers. On the independent line the main line is laid with new 50lb. steel rails on deodar sleepers, except for the last three miles at Cawnpore, which are laid with second-hand 60lb. steel rails obtained from the Oudh and Rohilkhand State railway. All sidings are of second-hand iron 60lb. section rails.</p> <p>There are no gradients of 1 in 100 or less.</p> <p>The sharpest curve has a radius of 573 feet.</p>	<p>The construction of this line, which was sanctioned in October 1894 as a part of the project for linking up the metre gauge railway systems of Northern India, was commenced in November 1894. It has been constructed and is worked by the Oudh and Rohilkhand State railway.</p>																																
<p><i>Rails.</i></p>																																	
<table><tr><th>SECTIONS.</th><th>50lb. flat-footed Indian State railway steel rail.</th><th>60lb. flat-footed steel rail.</th><th>TOTAL.</th></tr><tr><td>Burhwál to Daliganj—</td><td></td><td></td><td></td></tr><tr><td>Mixed gauge, 3rd rail . . .</td><td>...</td><td>16.79</td><td>16.79</td></tr><tr><td>Independent line . . .</td><td>17.78</td><td>...</td><td>17.78</td></tr><tr><td>Aishbagh to Cawnpore—</td><td></td><td></td><td></td></tr><tr><td>Mixed gauge, 3rd rail . . .</td><td>...</td><td>0.59</td><td>0.59</td></tr><tr><td>Independent line . . .</td><td>40.48</td><td>3.96</td><td>44.44</td></tr><tr><td>TOTAL . . .</td><td>58.26</td><td>21.34</td><td>79.60</td></tr></table>	SECTIONS.	50lb. flat-footed Indian State railway steel rail.	60lb. flat-footed steel rail.	TOTAL.	Burhwál to Daliganj—				Mixed gauge, 3rd rail . . .	...	16.79	16.79	Independent line . . .	17.78	...	17.78	Aishbagh to Cawnpore—				Mixed gauge, 3rd rail . . .	...	0.59	0.59	Independent line . . .	40.48	3.96	44.44	TOTAL . . .	58.26	21.34	79.60	
SECTIONS.	50lb. flat-footed Indian State railway steel rail.	60lb. flat-footed steel rail.	TOTAL.																														
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**Appendix 7.**  
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*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
7 (c)	<p style="text-align: right;">Miles.</p> <p>Cawnpore-Burhwal (metre gauge link)—<i>concl'd.</i> (3' 3½" gauge).</p> <p style="text-align: right;">Brought forward . 79'60</p> <p style="text-align: right;">TOTAL . 79'60</p>	<p style="text-align: right;">Miles.</p> <p style="text-align: right;">Brought forward . 79'60</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . 79'60</p>	<p style="text-align: right;">Miles.</p> <p style="text-align: right;">Brought forward . 79'60</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . 79'60</p>
31 (a)	<p>Cherra-Companyganj—*</p> <p>(2' 6" gauge).</p> <p>Companyganj to Thariághât . . . . 7'50</p> <p>Thariághât to Komora limestone quarry . 0'50</p> <p style="text-align: right;">TOTAL . 8'00</p>	<p style="text-align: right;">Miles.</p> <p style="text-align: right;">Brought forward . 79'60</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . 79'60</p>	<p style="text-align: right;">Miles.</p> <p style="text-align: right;">Brought forward . 79'60</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . 79'60</p>
2 (e)	<p>Cooch Behar—</p> <p>(2' 6" gauge).</p> <p>Gitaldaha (on the left bank of the Dharlla river opposite Mogalhât) to the town of Cooch Behar . . . . 22'38</p> <p>Cooch Behar to Alipur (Cooch Behar-Santrabari extension, Native State section) . . . . 11'40</p> <p style="text-align: right;">TOTAL . 33'78</p>	<p style="text-align: right;">Miles.</p> <p style="text-align: right;">Brought forward . 79'60</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . 79'60</p>	<p style="text-align: right;">Miles.</p> <p style="text-align: right;">Brought forward . 79'60</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . 79'60</p>

\* Closed for traffic from 25th March 1900, and subsequently abandoned.

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.
Sleepers.				
SECTIONS.	Deodar.	Teak.	TOTAL.	
Burhwal to Daliganj— Mixed gauge, 3rd rail, and independent line . . . .	34'57	...	34'57	
Aishbagh to Cawnpore— Mixed gauge, 3rd rail, and independent line . . . .	44'03	1'00	45'03	
TOTAL . . . .	78'60	1'00	79'60	
<p>This line is cross-sleepered. The rails are steel, Vignole's pattern, 25lb. to the yard. With the exception of 0.50 mile near Therria, laid with wooden sleepers, the sleepers are steel, having a central corrugation with the convexity laid downwards. The rail is fastened by a tie and clips.</p> <p>The sleepers are 45 inches long, 8 to each rail of 21 feet. The line from Thariaghât to Komora is laid with 18lb. steel rails on wooden sleepers.</p> <p>The steepest gradient on this line is 1 in 42.30 for a length of 1,250 feet; there are seven curves under a radius of 1,000 feet; their aggregate length is 3,910 feet and their radii vary from 350 to 800 feet.</p> <p>A quarry extension, about half a mile in length, is laid with 18lb. steel rails on wooden sleepers on a gradient of 1 in 100.</p>				<p>The line was closed on the 27th March 1899 owing to flood damages. A fair weather surface line, which was opened for goods traffic on the 3rd January 1900, was closed on the 25th March 1900, the line has since been abandoned.</p>
<p>The line runs through an easy country on an embankment, 12 feet wide. It is single throughout.</p> <p>For 18.38 miles the rails are steel, 25lb to the yard, laid on pyinkado sleepers (5' x 8" x 4"); 15.35 miles are of 40lb. iron rails on sal sleepers (6' x 8" x 4½").</p> <p>The line is unballasted.</p> <p>The bridges, except three arched culverts, are of brickwork with metre gauge girders.</p> <p>The line is unfenced.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet, on the main line. There are, however, two curves on a fair weather line to the Gitaldaha ghât, the lengths of which are 322 and 436 feet and the radii 500 and 420 feet, respectively.</p>				<p>The trial survey was ordered in May 1891, and the final survey in November of that year. Construction was sanctioned on the 28th of September 1891 and work started in December. The line is being worked by the Eastern Bengal State railway.</p> <p>An extension of the Cooch Behar line to the town of Cooch Behar, 3.72 miles in length, was sanctioned for construction in August 1895 and work commenced in January 1897.</p> <p>The survey of the Cooch Behar-Alipur section was ordered in January 1896 and final survey made in September of that year. Construction was sanctioned in December 1897 and work started in January 1898.</p>

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
9 (b)	<p><b>Dhond-Manmad—</b></p> <p>(5' 6" gauge).</p> <p>Dhond (166·06 miles from Bombay, Victoria terminus), on the south-east line of the Great Indian Peninsula Railway to Manmád (161·66 miles from Bombay, Victoria terminus), on the north-east line of the Great Indian Peninsula railway . . . . .</p>	<p>Miles.</p> <p>145·44</p>	<p>Miles.</p> <p>Dhond to Ahmednagar . 15-3-78 50·41</p> <p>Ahmednagar to Manmád . 17-4-78 95·03</p> <hr/> <p>TOTAL OPEN MILEAGE . 145·44</p>
21 (a)	<p><b>Dhrangadra—</b></p> <p>(3' 3½" gauge).</p> <p>Wadhwan junction with the Bhávanagar-Gondal-Junágad-Porbandar, Bombay, Baroda and Central India and Morvi railways (104 miles from Bhávanagar on the Bhávnagar-Gondal-Junagad-Porbandar railway) to Dhrángadra .</p>	<p>20·83</p>	<p>Wadhwan Junction to Dhrángadra—</p> <p>For goods traffic . . . 1-6-98</p> <p>For passenger traffic . . 25-6-98</p> <p>} 20·83</p>

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line is constructed for a single track; the rails are chiefly double-headed steel, 69 lb. to the yard, laid on iron pot sleepers. The ballast consists entirely of sand and shingle,—shingle being used for the most part between Dhond and Lakh and sand between Lakh and Nanmád.</p> <p>The line is fenced with wire fencing throughout.</p> <p>The ruling gradient is 1 in 100 and extends over a length of 30·10 miles. There are no curves under a radius of 1,000 feet.</p>	<p>The dates of orders for survey and construction are the 18th March 1876 and 25th August 1877, respectively.</p> <p>The object of this chord line is to connect the railway system of Northern and Southern India without the necessity of ascending and descending the great barrier of the Western Gháts. The line was put in hand for famine relief purposes in 1877, and was laid throughout before the rains of 1878.</p> <p>The line is worked and maintained, by the Great Indian Peninsula railway.</p>
<p>The permanent-way consists of steel flat-footed rails, weighing 41½ lb. to the yard, laid on deodar sleepers.</p> <p>The line is unfenced.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The ruling grade is 1 in 175.</p>	<p>The construction of this line, sanctioned in December 1897, was carried out at the expense of the Dhrángadra State by the Bhávnagar-Gondal-Junágad-Porbandar railway administration, and is worked by it under the direction of a board of control consisting of representatives of each of the proprietary States.</p>

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
14 (a)	Dibru-Sadiya— (3' 3½" gauge). Main line— Dibrugarh (on the left bank of the Brahmaputra river) <i>via</i> Makum Junction to Dihing bridge . . . 61·50 Tálap branch— Makum Junction to Tálap . . . 16·00 <hr/>	77·50	Main line— Lower steamer ghat on the left bank of the Brahmaputra river, near Dibru- garh, eastward as far as the Dinjan stream, for goods traffic only in October 1882 (15 miles). Dibrugarh to Makum Junction 16-7-83 38·50 Makum Junction to Dihing bridge . . . . . 2-5-84 23·00 <hr/> 61·50  Tálap branch— Makum Junction to Dum- Duma . . . . . 2-5-84 10·00 Dum-Duma to Tálap . . . 5-2-85 6·00 <hr/> 16·00 <hr/> TOTAL OPEN MILEAGE . 77·50



DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																		
<p>The line throughout was originally laid with steel rails, 41½lb. to the yard, but these are now gradually being renewed and replaced by 50lb. steel rails, 19 miles from Dibrugarh having been so renewed.</p> <p>The length from steamer ghát to Táláp <i>via</i> Makum Junction is constructed on the existing Government road, except for 2·75 miles from the ghát, 1·50 miles from Dibrugarh station east, 0·25 mile at mile 16, 2 miles at the 43rd and 44th miles, and 0·50 mile from Dum-Duma river to the Bisakopi.</p> <p>The culverts which were in existence have been utilized, as far as practicable, with such slight additions and alterations as were necessary; but timber bridges have been erected over the Bor Hapjan, Singlijan, Dibru, and Bisak pi rivers and brick abutments and one central pier have been built, and rolled iron girders laid across the Dinjan river. The timber bridges over the Tipúk Jan, Sessaján, Borbil and Digboi (No. 1) rivers have been replaced by brick abutments and steel girders. Brick culverts have been constructed at miles 44·50, 25·50, 50·75, 55·00 and 59·00 on the main line; and at miles 40·75 and 41·75 on the Táláp branch, and a 6' arched culvert has been built taking the place of Digboi No. 2 bridge at mile 53·50.</p> <p>The extension to Dihing bridge is cut entirely through thick forest.</p> <p>The line is unfenced and unballasted for one mile from Lower Ghát, and for 16 miles between Makum Junction and Táláp. On the rest of the line broken stone ballast has been used.</p> <p>There are no gradients of 1 in 100 or less.</p> <p>Curves under a radius of 1,000 feet are noted below :</p>	<p>The contract with this company, which was formed in England by Messrs. Shaw, Finlayson and Co., will be found in Appendix F to the Railway Administration Report for 1881-82.</p>																		
<table><tr><th>Section of line.</th><th>Length.</th><th>Radii.</th></tr><tr><td>Main line—</td><td>Feet.</td><td>Feet.</td></tr><tr><td>Mile 56 from Dibrugarh . . .</td><td>747</td><td>800</td></tr><tr><td>„ 61 „ „ . . .</td><td>635</td><td>700</td></tr><tr><td>Talap branch—</td><td></td><td></td></tr><tr><td>Mile 40·25 from Dibrugarh . . .</td><td>290</td><td>750</td></tr></table>	Section of line.	Length.	Radii.	Main line—	Feet.	Feet.	Mile 56 from Dibrugarh . . .	747	800	„ 61 „ „ . . .	635	700	Talap branch—			Mile 40·25 from Dibrugarh . . .	290	750	
Section of line.	Length.	Radii.																	
Main line—	Feet.	Feet.																	
Mile 56 from Dibrugarh . . .	747	800																	
„ 61 „ „ . . .	635	700																	
Talap branch—																			
Mile 40·25 from Dibrugarh . . .	290	750																	

### *History of Railways constructed and in progress*

**NOTE.**—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
5 (a)	East Coast— (5' 6" gauge).  <i>Main line—</i> Washermenpet to Ennūr . . . 7'00 Ennūr to Gudur . . . 74'60 Gudur to Nellore . . . 24'24 Nellore to Kistna Canal Junction . . . 154'13 Kistna Canal Junction to Bezwada . . . *2'66  Tadêpalli to Bezwada . . . †2'99 Bezwada Station Facing Points to the distant signal of the Bezwada Extension . . . 0'22 Bezwada to Kovvūr, right bank of the Gôdâvari opposite Rajahmundry (permanent line) . . . 88'58 Rajahmundry to Kovvūr . . . 4'55 Gôdâvari North to Vizianagram <i>viâ</i> Waltair . . . 158'92 Vizianagram to Parlâkimedi Road . . . 55'20 Parlâkimedi Road to Palasa . . . 33'11 Palasa to Berhampur-Ganjam . . . 45'76 Berhampur-Ganjam to Rambha . . . 29'56 Rambha to Khurda Road . . . 61'54 Khurda Road to Bhubaneswar . . . 11'76 Bhubaneswar to Cuttack Road (Barang) . . . 10'32  <i>Branches—</i> Samalkot Junction (32'50 miles from Gôdâvari, North) to Coconada port ( <i>Coconada branch</i> ) . . . 10'33 Waltair Junction (125'50 miles from Gôdâvari, North) to Vizigapatam, including Wharf and Swamp lines ( <i>Vizigapatam branch</i> ) . . . 4'97 Khurda Road (372'75 miles from Gôdâvari, North) to Puri ( <i>Puri branch</i> ) . . . 25'34  Puri branch extension . . . 1'84 Naupada Salt factory . . . 2'61  <b>TOTAL</b> . . . 807'57	Miles. Miles. Miles	<i>Main line—</i> Washermenpet to Ennūr . . . 22-2-96 7'00 Ennūr to Gudur . . . 23-2-99 74'60 Gudur to Nellore . . . 1-11-88 24'24 Nellore to Kistna Canal Junction . . . 20-12-98 154'13 Kistna Canal Junction to Bezwada . . . 15-7-97 *2'66  Tadêpalli to Bezwada— For 3' 3½' gauge traffic only 1-1-94 †2'99 Bezwada station Facing Points to distant signal of the Bezwada extension . . . 10-2-89 0'22 Bezwada to the south bank of the Gôdâvari . . . 20-2-93 88'58 Rajahmundry to Kovvūr— For goods traffic . . . 6-8-00 } 4'55 For passenger traffic . . . 30-8-00 } Gôdâvari, North, to Vizianagram <i>viâ</i> Waltair— For goods traffic . . . 15-7-93 } 158'92 For passenger traffic . . . 21-8-93 } Vizianagram to Parlâkimedi Road . . . 20-7-94 55'20 Parlâkimedi Road to Palasa— For goods traffic . . . 17-12-94 } 33'11 For passenger traffic . . . 1-4-95 } Palasa to Berhampur-Ganjam 1-4-95 45'76 Berhampur-Ganjam to Rambha— For goods traffic . . . 1-9-95 } 29'56 For passenger traffic . . . 15-10-95 } Rambha to Khurda Road . . . 1-3-96 61'54 Khurda Road to Bhubaneswar— For goods traffic . . . 20-7-96 } 11'76 For passenger traffic . . . 1-9-96 } Bhubaneswar to Cuttack Road (Barang) . . . 1-2-97 10'32  <i>Branches—</i> Samalkot Junction to Coconada port— For goods traffic . . . 15-7-93 } 10'33 For passenger traffic . . . 21-8-93 } Waltair to Vazigapatam including wharf, 0'82 mile— For goods traffic . . . 15-7-93 } 4'97 For passenger traffic . . . 21-8-93 } <i>Swamp line—</i> For goods traffic . . . 1-10-94 } 25'34 Khurda Road to Puri . . . 1-2-97 } Temporary Puri station to new Puri station . . . 1-6-98 1'84 Naupada Salt factory . . . 7-6-00 2'61  <b>TOTAL OPEN MILEAGE</b> . . . 807'57

5' 6" gauge.

† Including 2.66 miles (mixed gauge) and 0.33 miles (3' 3½" gauge).

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																																																																																										
<p>On the Washermenpet-Ennūr section, the permanent-way consists of flat-footed 75 lbs. steel rails (E. C. S. Ry. pattern) with 5-holed fishplates laid on wooden sleepers. There are no gradients of 1 in 100 or less. The sharpest curve is 1,910 feet in radius.</p> <p>On the Ennūr-Kistna Canal section, the permanent-way consists of 75 lbs. flat-footed steel rails with 4-holed fishplates laid on wooden sleepers. There are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.</p> <p>The ruling gradient from Washermenpet to Kistna Canal Junction is 1 in 200, of which there are 56 in number, aggregating 36·89 miles in length.</p> <p>On the Kistna Canal, Barang section, the permanent-way consists of 75 lbs. F. F. steel rails with 5-holed fishplates, 284 miles being laid with wooden and the rest with steel pea-pod sleepers.</p> <p>The ruling gradient is 1 in 150, of which there are 119 in number aggregating 76·06 miles in length. There are no curves under a radius of 1,000 feet.</p> <p>The whole line has been constructed for a single track, except the length Waltair to Junction (mile 212·50) or a total length of 4 miles on which the bridges and earthwork are constructed for a double line. Only some of the station yards and first class level crossings are fenced on the whole line. The main line is not fenced.</p> <p>There are many bridges over rivers, irrigation channels and distributaries, and, omitting the 111 spans of 40' girders in the Gudur-Nellore section, the following is the list of some important bridges on the whole line:—</p> <table><tr><td>Ennūr creeks</td><td>.</td><td>.</td><td>.</td><td>30 spans of</td><td>40 ft.</td></tr><tr><td>• Swarnamukhi</td><td>.</td><td>.</td><td>.</td><td>22 "</td><td>" 40 "</td></tr><tr><td>Penner</td><td>.</td><td>.</td><td>.</td><td>23 "</td><td>" 70 "</td></tr><tr><td></td><td></td><td></td><td>and</td><td>5 "</td><td>" 40 "</td></tr><tr><td>Palar</td><td>.</td><td>.</td><td>.</td><td>21 "</td><td>" 40 "</td></tr><tr><td>Gundlakama</td><td>.</td><td>.</td><td>.</td><td>13 "</td><td>" 60 "</td></tr><tr><td>Kistna</td><td>.</td><td>.</td><td>.</td><td>12 "</td><td>" 300 "</td></tr><tr><td>Górávari (un-open)</td><td>.</td><td>.</td><td>.</td><td>56 "</td><td>" 150 "</td></tr><tr><td>Tuni</td><td>.</td><td>.</td><td>.</td><td>4 "</td><td>" 100 "</td></tr><tr><td>Anakápalli</td><td>.</td><td>.</td><td>.</td><td>6 "</td><td>" 100 "</td></tr><tr><td>Beemasingha</td><td>.</td><td>.</td><td>.</td><td>5 "</td><td>" 100 "</td></tr><tr><td>Nellimarla</td><td>.</td><td>.</td><td>.</td><td>4 "</td><td>" 100 "</td></tr><tr><td>Lyàngulya</td><td>.</td><td>.</td><td>.</td><td>7 "</td><td>" 150 "</td></tr><tr><td>Vamsadhara</td><td>.</td><td>.</td><td>.</td><td>19 "</td><td>" 70 "</td></tr><tr><td>Rushikulya</td><td>.</td><td>.</td><td>.</td><td>10 "</td><td>" 150 "</td></tr></table>	Ennūr creeks	.	.	.	30 spans of	40 ft.	• Swarnamukhi	.	.	.	22 "	" 40 "	Penner	.	.	.	23 "	" 70 "				and	5 "	" 40 "	Palar	.	.	.	21 "	" 40 "	Gundlakama	.	.	.	13 "	" 60 "	Kistna	.	.	.	12 "	" 300 "	Górávari (un-open)	.	.	.	56 "	" 150 "	Tuni	.	.	.	4 "	" 100 "	Anakápalli	.	.	.	6 "	" 100 "	Beemasingha	.	.	.	5 "	" 100 "	Nellimarla	.	.	.	4 "	" 100 "	Lyàngulya	.	.	.	7 "	" 150 "	Vamsadhara	.	.	.	19 "	" 70 "	Rushikulya	.	.	.	10 "	" 150 "	<p>The construction of Washermenpet-Ennūr section, which was sanctioned in August 1894, was carried out by the Madras Railway Company and was worked by that Company up to the 1st July 1899 when it was taken over by the State and amalgamated with the East Coast Railway.</p> <p>The construction of the line from Ennūr to Kistna Canal Junction was sanctioned in July 1895.</p> <p>The portion from Gudur to Nellore, which had been laid to 3' 3½" gauge in order to utilize South Indian Railway rolling-stock, had to be widened to 5' 6" gauge. The heavy work of changing all the girders, including 111 spans of 40 feet, and rebuilding much of the masonry, was completed before the monsoon, and the conversion to 5' 6" gauge finally effected on 1st November when the East Coast Railway opened and is working the section.</p> <p>The survey of the section from Kistna Canal Junction to Barang, excepting the Puri branch, was ordered in September 1889. The construction was sanctioned in July 1890, and it was decided to make the railway by State agency. The portion beyond Barang has been constructed by the Bengal-Nágpur Railway Company.</p> <p>The construction of the Puri branch was sanctioned in July 1895.</p>
Ennūr creeks	.	.	.	30 spans of	40 ft.																																																																																						
• Swarnamukhi	.	.	.	22 "	" 40 "																																																																																						
Penner	.	.	.	23 "	" 70 "																																																																																						
			and	5 "	" 40 "																																																																																						
Palar	.	.	.	21 "	" 40 "																																																																																						
Gundlakama	.	.	.	13 "	" 60 "																																																																																						
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Górávari (un-open)	.	.	.	56 "	" 150 "																																																																																						
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Anakápalli	.	.	.	6 "	" 100 "																																																																																						
Beemasingha	.	.	.	5 "	" 100 "																																																																																						
Nellimarla	.	.	.	4 "	" 100 "																																																																																						
Lyàngulya	.	.	.	7 "	" 150 "																																																																																						
Vamsadhara	.	.	.	19 "	" 70 "																																																																																						
Rushikulya	.	.	.	10 "	" 150 "																																																																																						

# Appendix 7. History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles. Miles.	Miles.	Miles.
2 (a)	<b>Eastern Bengal—</b> (5' 6" gauge).		
	<b>EASTERN SECTION—</b>		<b>EASTERN SECTION—</b>
	<b>Main line—</b>		<b>Main line—</b>
	Calcutta to Jagati Junction . . . . . 107'25		Calcutta to Ránaghat . . . . . 29-9-62 45'25
	Jagati Junction to 145th mile . . . . . 37'82		Ránaghat to Jagati Junction . . . . . 15-11-62 62'00
	————— 145'07		Jagati Junction to 145th mile . . . . . 1-1-71 37'82
	<b>Branches—</b>		————— 145'07
	Jagati Junction to river Ganges (Kooshtea branch) . . . . . 3'77		<b>Branches—</b>
	Kooshtea loop line . . . . . 1'17		Jagati Junction to river Gan- ges . . . . . 16-2-64 3'77
	Canal Junction to Chitpore (Chitpore branch) . . . . . 2'00		Kooshtea loop line . . . . . 1-8-81 1'17
	Panchooria Junction to new Goalundo . . . . . 3'24		Canal Junction to Chitpore . . . . . 25-8-73 1'88
	Mile 145 to Panchooria Junc- tion . . . . . 3'16		Portion in Chitpore yard for goods traffic . . . . . 13-4-88 0'12
	Panchooria Junction to Farid- pore . . . . . 16'20		Panchooria Junction to new Goalundo . . . . . 22-10-98 3'24
	Belgáchhi to the Ganges . . . . . 2'30		Mile 145 to Panchooria Junc- tion . . . . . 1-4-90 3'16
	Bhydea Junction to Borat . . . . . 3'17		Panchooria Junction to Shivarampore . . . . . 20-10-98 8'77
	Panchooria Junction to the Ganges (Fakirabad line) . . . . . 6'00		Shivarampore to Faridpore . . . . . 9-4-99 7'43
	————— 41'01		Belgáchhi to the Ganges— For goods traffic . . . . . 27-10-98 2'30
	<b>Porádaha branch—</b>		Bhydea Junction to Borat . . . . . 7-6-97 3'17
	Porádaha (102'72 miles from Calcutta) to Bhairámára on the right bank of the Gan- ges . . . . . 11'79		————— 35'01
	Bhairámára to Golabnuggur (Dámukdia station) . . . . . 6'10		Porádaha to Bhairámára . . . . . 19-1-78 11'79
	————— 17'89		Bhairámára to Golabnuggur (Dámukdia) . . . . . 8-12-83 6'10
	————— 203'97		————— 17'89
	<b>SOUTHERN SECTION—</b>		<b>Total Eastern section</b> . . . . . 197'97
	<b>Original line—</b>		
	Calcutta to Port Canning . . . . . 28'04		<b>SOUTHERN SECTION—</b>
	Junction with Eastern section . . . . . 0'41		<b>Original line—</b>
	————— 28'45		Calcutta to Chámpaháti . . . . . 2-1-62 15'00
			Chámpaháti to Port Canning . . . . . 15-5-63 12'79
			Junction with Eastern sec- tion . . . . . 15-8-85 0'41
			Bansra diversion . . . . . 5-3-1900 0'25
			————— 28'45
	Carried over . . . . . 28'495	203'97	Carried over . . . . . { 197'97
			28'45

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>Between Calcutta and Rajbári the land and earthwork and masonry for bridges were originally constructed for double line whilst the piles and right-hand girders of screw-pile bridges beyond Porádaha were made strong enough for double line. One track was originally laid throughout, but this has been doubled in 1886 to Naihāti, in 1892 to Ránaghat, and in 1897 to Porádaha. The rails are double-headed. They were originally iron, 74 lbs. to the yard; but iron rails, 68, 72 and 85 lbs. to the yard, also exist.</p> <p>The iron rails have been and are being largely replaced by steel rails, 30 ft. and 40 ft. long, 72 lbs., 73 lbs., 74 lbs. and 75 lbs to the yard.</p> <p>The second track between Sealdah and Porádaha consists entirely of steel rails, 73 lbs. and 75 lbs., per yard on Denham-Olphert's sleepers.</p>	<p>The line from Calcutta to Kooshtea was commenced on the 16th April 1859. The Kooshtea branch was opened for passenger traffic in 1863.</p> <p>The Goalundo extension was commenced in the cold season of 1865-66 and completed in 1871.</p> <p>The estimate for the Chitpore branch was sanctioned on the 12th April 1873. The line was completed and opened for goods traffic on the 25th August 1873, but the length was not included with the open mileage until 1874.</p> <p>There is a branch, <math>\frac{1}{2}</math> mile in length, at Shámnagar which is treated as a siding. It was opened in April 1868.</p>
<p>The sleepers on the main line were originally creosoted pine, hardwood and sál, and on branches cast-iron bowl sleepers. Wooden sleepers have been and are being largely replaced by Denham-Olphert's sleepers.</p>	<p>In 1887 the terminus at the Goalundo end was removed from old Goalundo to a point north of Rajbári. The extension to Panchooria, 6 miles east of Rajbári, was opened for goods traffic in August 1887 and used for country boat traffic only. It was opened for passenger traffic on the 1st April 1890.</p> <p>The survey of the Rajbári-Faridpore branch was ordered in December 1895.</p> <p>The construction of the line was sanctioned in February 1897 and the work started in March 1897.</p> <p>The Kooshtea branch has been reduced from 4 to 3·77 miles, part of it being treated as a siding since the construction of the Kooshtea loop line.</p> <p>The rails on the portion of line from the Kooshtea engine shed to old Kooshtea, 0·75 mile, have been taken up.</p> <p>The lines from Belgáchhi and Panchooria to the Ganges and from Rajbári to Lalgola (new station) were sanctioned for construction in February 1896.</p> <p>The Eastern Bengal railway was acquired by the State on the 1st July 1884, and on the same date the Porádaha branch of the Northern Bengal State railway was permanently amalgamated with the Eastern Bengal State railway.</p>
<p>The Porádaha branch is laid with rails, 72lb. to the yard, on iron pot sleepers.</p> <p>The Dámukdia extension beyond Bhairámára is laid on Denham-Olphert's sleepers with steel rails, 75lb. to the yard.</p> <p>This section is fenced throughout.</p>	<p>Sanction to the construction of the Porádaha-Bhairámára and Bhairámára-Golabnuggur sections was given on the 4th April 1876 and 22nd September 1883, respectively. A steam ferry in connection with the train services plies on the Ganges between Golabnuggur and Sára ghát.</p> <p>The doubling of the line between Naihāti and Sealdah was sanctioned in July 1884 and completed in 1886-87, between Naihāti and Kánchrapára and Kánchrapára and Ránaghat was sanctioned in May 1891 and October 1891, respectively, and completed in 1892, and between Ránaghat and Porádaha Junction was sanctioned in December 1895, and completed in 1897.</p> <p>The Raita extension, 5 miles in length, was surveyed in 1886, sanctioned in May 1890, and completed in September 1890. It branches off from Dámukdia Junction about 16 miles from Porádaha station, and is treated as a siding.</p> <p>The Golbatan extension, 2·84 miles in length, which branches off from a point 8 miles 320 feet on the Porádaha branch, was sanctioned for construction in January 1895 and opened for goods traffic on 9th November 1896. It is treated as a siding.</p>

Appendix 7.  
History of Railways.

## APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles. Miles.		Miles.
2 (a)	<b>Eastern Bengal—concl'd.</b> (5' 6" gauge)—concl'd. Brought forward . 28'45	203'97	Brought forward { 197'97 28'45
	<b>SOUTHERN SECTION—concl'd.</b> <i>Diamond Harbour line—</i> Sonárpur to Magra Hát . . 14'85 Magra Hát to Diamond Har- bour . . . . . 12'69 Diamond Harbour towards Hara fort . . . . . 0'42 27'96		<b>SOUTHERN SECTION—concl'd.</b> <i>Diamond Harbour line—</i> Sonárpur to Baruipur . . 10-6-82 5'30 Baruipur to Magra Hát . . 18-12-82 9'55 Magra Hát to Diamond Har- bour . . . . . 25-4-83 12'69 Diamond Harbour towards Hara fort . . . . . 25-4-83 0'42 27'96
	<i>Budge Budge extension—</i> Ballygunge (4'25 miles from Sealdah on the Southern section) to Budge Budge . . . 13'66	70'07	<i>Budge Budge extension—</i> Ballygunge to Budge Budge— For goods traffic . . . 1-5-90 } 13'66 For passenger traffic . . 1-6-90 } Total Southern section . 70'07
			<b>DOUBLE—EASTERN SECTION—</b> <i>Main line—</i> Calcutta to Naihati . . { 1-8-86 23'23 21-3-87 6'26 Naihati to Kánchrapára . . 20-4-92 4'69 Kánchrapára to Ránaghat . . 12-11-92 17'56 Ránaghat to Aranghata . . 7-8-97 5'50 Aranghata to Bogoola . . 17-9-97 6'75 Bogoola to Shibnibash . . { 3-11-97 6'65 17-11-98 0'75 Shibnibash to Ramanagar . . 17-9-97 9'50 Ramanagar to Porádaha . . 7-8-97 27'58 Canal Junction to Chitpore . . 13-4-88 1'88 104'35
			<b>DOUBLE—SOUTHERN SECTION—</b> <i>Main line—</i> Sealdah to Ballygunge . . { 20-10-88 3'50 19-9-90 0'36 Ballygunge to Dock Junction . . . . . 20-11-93 4'00 7'86
			<b>TOTAL DOUBLE LINE . 112'21</b>
	<b>TOTAL . 274'04</b>		<b>TOTAL OPEN MILEAGE (5' 6" GAUGE SECTION) . 268'04</b>

DIX 7--continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line from Calcutta to Port Canning is laid with a single track, except between Calcutta and Ballygunge which was doubled in October 1888, but sufficient land has been taken up for a double line and portions of embankment have been formed for a double line. The masonry of the bridges is built for a double line, but the girders are laid for a single line only, except on the Tolly's Nullah and Piáli bridges which are designed but not adapted to carry a double line of rails. From Calcutta to Sonárpur (10 miles) the line has been relaid with 73lb. 30 feet steel rails on Denham-Olphert's sleepers. From Sonárpur to Port Canning the rails are iron 74lb. to the yard, laid generally on wooden sleepers mixed with cast-iron bowls. A short length, 0.25 mile, has been laid with Greaves' bowls.</p> <p>With the exception of the Usti Khal bridge, on span of 100 feet, there are no large or difficult engineering works on the Diamond Harbour line. This line is laid with new steel rails, 64 and 73lb. to the yard, on Denham-Olphert's sleepers.</p> <p>The Budge Budge extension has been constructed for a double line between Ballygunge and Dock Junction, and for a single line only between Dock junction and Budge-Budge. The only important work on this extension is the bridge over the Tolly's Nullah, the main span of which is 115 feet 10 inches. The rails, mostly 30 feet in length, are 73lb. to the yard and of steel throughout, and the sleepers are almost entirely Denham-Olphert's.</p> <p>The total length of fencing provided on the Southern section, including the Budge Budge extension, is 47.50 miles.</p> <p>The grade 1 in 300 is the sharpest on the line and occurs at miles 4 and 6, Southern section, at miles 20 and 22 on the Canning branch (Bansra diversion), and miles 1, 12, 129 and 131, Eastern section. The length of the longest one is 0.90 mile.</p>	<p>The Bahadurpur extension, 1.52 miles in length, branches off from Dámukdia and is treated as a siding. It was sanctioned in January 1894 and has been used from time to time to suit Dámukdia Ghât Station.</p> <p>The line from Calcutta to Port Canning was constructed under guarantee. The company surrendered it to Government under the provisions of the contract on the 1st April 1868.</p> <p>The Beliagháta station, the Calcutta terminus of the late Calcutta and South-Eastern State Railway, which had been closed, the trains of the Southern section being worked from the main station at Sealdah, was re-opened for passenger traffic on 1st October 1897.</p> <p>The diversion at Bansra was sanctioned in January 1900 and opened in March 1900.</p> <p>Orders for the Diamond Harbour survey were issued in November 1878, and on the 9th September 1880 sanction was accorded to the commencement of work on the Sonárpur-Magra Hát section.</p> <p>Sanction to the construction of the Kidderpore Dock line, which formed a part of the projects for the accommodation of the traffic of the railways converging at Calcutta, was given in July 1886. The estimate, sanctioned for the work, included the doubling of the line from Sealdah to Ballygunge and the construction of a branch line from the latter station to Tolly's Nullah which is crossed by a bridge. The extension to the docks, undertaken by the Port Commissioners, has been finished.</p> <p>Sanction to the construction of the Budge Budge extension was given in November 1888. It was completed and opened to traffic in 1890.</p> <p>The Port Commissioners' tramway from Tolly's Nullah to Santoshpur (4.63 miles) has been taken over and now forms part of the Budge Budge extension.</p> <p>Sanction to the construction of the double line from Ballygunge to Dock Junction was given in November 1889. It was completed and opened in November 1893. A branch line, 2.50 miles long, was laid in November 1891 for the British India Steam Navigation Company from Brace Bridge Junction to Brace Bridge Hall. It is treated as a siding.</p> <p>On the 1st April 1887 the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern Bengal, the Kaunia-Dharila, the Dacca and the Assam-Bihar railways, and these lines are now worked as one combined system.</p> <p>The Eastern Bengal State railway was re-transferred from Provincial to Imperial control with effect from the 1st April 1892.</p>





DIX 7—continued.

Appendix 7,  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>Rails, iron, 40lb. to the yard, and steel, 41½lb. to the yard, and sleepers of creosoted pine, sâl, teak and iron-wood, also of steel wrought and cast-iron, have been used. The bridging and embankments are heavy on the lower section.</p> <p>Iron rails, 40lb. to the yard, are being replaced by steel rails, 50lb. and 41½lb. to the yard from Sâra northwards: 178·73 miles with the 50 lb. and 20·76 miles with the 41½lb. rails—total 199·49 miles—are now laid. Sâl sleepers are used for renewals.</p> <p>The whole of the Northern section is fenced, except the Kaunia-Dharlla section.</p> <p>The permanent-way of the Mogalhât-Dhubri extension will consist of steel rails, 40 ft., 50 lb. per yard, laid on sâl sleepers. The ballast will be of stone shingle. The line will be unfenced except at stations.</p>	<p><i>Dates of orders for survey.</i></p> <p>Trial survey on the 20th January 1870. Final survey of main line on the 7th November 1871. Rungpore branch on the 23rd March 1872. Extension to banks of the Teesta and on to Dhubri, 20th November 1875. Extension to Siliguri, 1875-76.</p> <p><i>Date of orders for construction.</i></p> <p>Main line, 12th February 1874. The railway to Darjeeling starts from the Siliguri terminus, which is about seven miles from the foot of the Darjeeling hills. Survey of the Mogalhât-Dhubri extension was ordered on 1st October 1896 and commenced in the middle of January 1897. The construction was sanctioned in September 1899.</p>
<p>The Kaunia-Dharlla branch has been laid without ballast. The rails are steel, weighing 25 lb. and iron 30 lb. to the yard, laid on sâl sleepers. The line is not fenced. The permanent-way of the Teesta-Mogalhât line, when converted, will consist of steel rails, 50 lb. per yard, 40 feet in length, on sâl sleepers. The ballast will be of stone shingle.</p> <p>The Cooch Behar-Santrabari extension (British section) is without ballast. The rails are partly iron, 40 lbs. per yard, and partly steel, 41½lb. per yard, laid on 3' 3½" gauge sâl sleepers.</p> <p>The only important bridges are (1) that over the Kaljani river at mile 11½, consisting of 5 spans of 55 feet, one span of 40 feet and one span of 32 feet girders and (2) over the Balla torrent, 17 spans of 27 feet.</p> <p>The line is unfenced.</p> <p>The Dacca section is laid with permanent-way material of the ordinary 3' 3½" gauge type, the rails being of steel, 41½ lb. to the yard, on sâl, creosoted pine, asna and pyinkado sleepers. The work on the northern half of the line is heavy, but gradients are easy.</p> <p>The line is unfenced, except at stations, and between Nârâyanganj and Dacca, 10·25 miles.</p>	<p>The Kaunia-Dharlla branch was constructed by the Bengal Government out of provincial revenues. Steam ferries over the Teesta and Dharlla, and between Jatra-pur on the Brahmaputra and Dhubri, are worked in connection with the trains.</p> <p>Sanction was given in September 1899 to the conversion of the line from Teesta Junction to Mogalhât (12·23 miles) of the Kaunia-Dharlla branch from 2' 6" to 3' 3½" gauge in connection with the Mogalhât-Dhubri extension.</p> <p>The survey of the line was ordered and started in January 1896 and completed in June of that year.</p> <p>The construction of the line was sanctioned in December 1897 and started in January 1898.</p> <p>The construction of the line was sanctioned on the 11th August 1882.</p> <p>The original project included a branch from Dacca to Aircha, opposite Goalundo, 43 miles long, which has since been abandoned.</p> <p>The Dacca section is connected with the Eastern section by a ferry worked by the India General Steam Navigation Company between Goalundo and Nârâyanganj ghât.</p>
<p>The Behar section consists of a single track laid with 41½lb. steel rails on sâl, asna, teak and iron-wood sleepers; in a few places Denham-Olphert's sleepers are used. As a rule the works are heavy and bridging very considerable, owing to the flooded country through which the line passes.</p> <p>The line is fenced.</p>	<p>The line from Manihâri through Kâtihar Junction to Dinagepore connects the East Indian railway at Saheb-gunge with the Bengal system of railways at Dinagepore, a ferry being worked by the East Indian railway across the Ganges between Manihâri and Sahebgunge. A branch line runs northwards from Kati-hâr Junction through Purnea and Kasba to Ancharâ ghât on the Kosi, opposite Khanwa ghât on the Kosi extension of the Tirhoot railway.</p> <p>The Behar section of the Eastern Bengal railway is connected with the terminal station on the Tirhoot railway by a ferry across the Kosi river.</p>

**Appendix 7.**  
History of Railways.

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*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
2 (b)	Miles. Miles.		Miles.		Miles.
	<b>Eastern Bengal—concl'd.</b>				381'31
	(3' 3½" gauge).				
	Brought forward	85 67	434'19	Brought forward	85'67
	<b>BEHAR SECTION—concl'd.</b>				
	<i>Branches—</i>				
	<i>Kosi branch—</i>				
	Katihar to Kasba	22'10		Katihar to Kasba . . . 1-4-87	22'10
	Kasba to Arariya	21'71		Kasba to Forbesganj . . . 1-7-89	36'81
	Arariya to Forbesganj	15'10		Forbesganj to Ancharaghāt . . . 1-1-91	14'00
	Forbesganj to Debiganj	7'69			
	Debiganj to Ancharaghāt	6'31			
		<u>72 91</u>			<u>72'91</u>
	<i>Bārsoi-Kissengunge branch—</i>				
	Bārsoi to Kissengunge	35'11		Bārsoi to Kissengunge—	
				For goods traffic . . . 15-12-92	
				For passenger traffic . . . 10-12-93	35'11
		<u>108'00</u>	193'69	Total Behar section	<u>193'69</u>
	<b>TOTAL</b>		<b>627'88</b>	<b>TOTAL OPEN MILEAGE (3' 3½" AND 2' 6" GAUGE SECTIONS).</b>	
				<b>575'00</b>	

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>Four miles of the Bársoi-Kissengunge branch have been laid with second-hand steel rails, <math>4\frac{1}{4}</math> lb. to the yard, and the rest with second-hand iron rails, 40 lb. to the yard, obtained from relaying on the Northern section. Sleepers used are of sal, excepting a few of Burma wood. There are no important works on this extension, except two bridges, one of 6 spans of 40 feet and the other of 5 spans of 40 feet at miles 180k. and 183k., respectively.</p> <p>The grade of 1 in 150 is the sharpest on the 3' 3<math>\frac{1}{2}</math>" gauge section and only occurs at the 9th mile, Dacca section, the length being 0.36 mile.</p> <p>A length of 0.07 mile, which is situated at mile 1 on the Kaunia-Dharlla section (3' 6" gauge) is on the grade of <math>\frac{1}{17}</math> to <math>\frac{1}{18}</math>. There are no grades steeper than this. Curves under a radius of 1,000 feet also occur on this section. Their radii vary from 425 to 955 feet and the aggregate length is 6,705 feet, of which 6,580 feet or 1.25 miles are on the line to Kurigram and 125 feet at mile 3 on the line to Jatrapur.</p>	<p>Survey for the extension from Bársoi to Kissengunge was ordered in October 1890. Trial surveys were made in April 1891, and orders for construction were given in June 1891. Final survey was made in June 1891, and work was started in September 1891.</p> <p>On the 1st April 1887 the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam-Bihar railways were amalgamated with the Eastern Bengal and the Calcutta and South-Eastern railways, and these lines are now worked as one combined system.</p> <p>The Eastern Bengal railway was re-transferred from Provincial to Imperial control with effect from the 1st April 1892.</p>

# Appendix 7. History of Railways.

## APPEN

### History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
1 (a)	East Indian— (5' 6" gauge).	Miles. Miles.	Miles.	<i>Main line—</i>	Miles.
	<i>Main line—</i>			Howrah to Hooghly . . . . .	15-8-54* 23'23
	Howrah to Khána Junction . . . . .	74'48		Hooghly to Pundooah . . . . .	1-9-54* 14'31
	Khána Junction to Luckeeserai Junction . . . . .	187'20		Pundooah to Khána Junction . . . . .	3-2-55* 36'94
	Luckeeserai Junction to Allahabad . . . . .	303'01		Khána Junction to Ranceegunge . . . . .	3-2-55* 45'71
	Allahabad to Delhi . . . . .	390'39		Ranceegunge to Siársol . . . . .	21-7-63* 1'70
			955'08	Siársol to Sítarámpur . . . . .	1-1-65* 15'15
	<i>Loop line—</i>			Sítarámpur to Luckeeserai Junction . . . . .	1-1-71* 124'64
	Khána Junction to Luckeeserai Junction . . . . .	250'39		Luckeeserai to Dinapore . . . . .	17-11-62* 82'42
	<i>Branches—</i>			Dinapore to Moghal Sarai . . . . .	22-12-62* 125'92
	<i>Main line—</i>			Moghal Sarai to Mirzapur . . . . .	1-1-64 39'28
	Bhadreswar Junction (17'46 miles from Howrah) to the river bank ( <i>Bhadreswar branch</i> ). . . . .	2'60		Mirzapur to south bank, Jumna . . . . .	4-4-64 52'64
	Hooghly Junction (23'23 miles from Howrah) to Nai-háti on the Eastern Bengal State railway ( <i>Hooghly bridge branch</i> ). . . . .	4'22		Jumna bridge to Allahabad . . . . .	15-8-65 2'75
	Ondál Junction (115'80 miles from Howrah <i>via</i> the main line) to Alipur ( <i>Ondál loop</i> ) . . . . .	31'54		Allahabad to Cawnpore . . . . .	3-3-59 119'47
	Ikrah Junction on the Ondál loop (125'63 miles from Howrah <i>via</i> the main line) to Domohani ( <i>Ikrah branch</i> ). . . . .	8'92		Cawnpore to Etáwah . . . . .	1-7-61 86'46
	Sítarámpur Junction (137'04 miles from Howrah <i>via</i> the main line) to Domohani . . . . .	6'99		Etáwah to Shikohabad . . . . .	13-11-61 34'39
	Sítarámpur Junction (137'04 miles from Howrah <i>via</i> the main line) to Kátrásgarh ( <i>Jherria branch</i> ). . . . .	39'23		Shikohabad to Tundla Junction . . . . .	1-4-62 22'92
	Salanpur (140'20 miles from Howrah <i>via</i> the main line) to Shamdi ( <i>Salanpur branch</i> ). . . . .	5'53		Tundla Junction to Aligarh . . . . .	1-3-63 48'56
	2'05 miles from Barákar (144'52 miles from Howrah <i>via</i> the main line) to Chanch ( <i>Chanch branch</i> ). . . . .	3'88		Aligarh to Chola (Bulandshahr Road). . . . .	1-4-64 35'54
	Line from mile 148½ on Jherria branch to Pandra ( <i>Pandra branch</i> ). . . . .	3'23		Chola to Delhi (south bank, Jumna). . . . .	1-8-64 41'27
	Dheria Joba (171'17 miles from Howrah <i>via</i> the main line) to the Damoodur river ( <i>Damoodur branch</i> ). . . . .	9'77		Delhi terminus. . . . .	1-1-67 1'78
	Madhupur Junction (182'38 miles from Howrah <i>via</i> the main line) to Giridih (Kurmurbaree) ( <i>Giridih branch</i> ). . . . .	26'70			955'08
	Mokameh Junction (282'32 miles from Howrah <i>via</i> the main line) to Mokameh Ghát ( <i>Mokameh Ghát branch</i> ). . . . .	3'70		<i>Loop line—</i>	
	Carried over . . . . .	146'31	1,205'47	Khána Junction to river Adjai . . . . .	3-10-58 19'00
				River Adjai to Sainthia . . . . .	3-9-59 25'12
				Sainthia to Tinpahár . . . . .	15-10-60 76'12
				Tinpahár to Bhágalpur . . . . .	1 11-61 69'12
				Bhágalpur to Jamálpur . . . . .	10-2-62 32'62
				Jamálpur to Luckeeserai . . . . .	17-11-62 28'41
					250'39
				<i>Branches—</i>	
				<i>Main line—</i>	
				Bhadreswar branch . . . . .	6-12-81 2'60
				Hooghly Bridge Branch . . . . .	15-3-87* 4'22
				Ondál loop—	
				Ondál to Babasole . . . . .	1-5-64 2'03
				Babasole to Mangalpur . . . . .	1-1-63 2'74
				Mangalpur to Toposi . . . . .	2-2-63 2'65
				Toposi to Ikrah Junction—	
				For coal traffic . . . . .	15-4-94 2'42
				Ikrah Junction to Gourangdi . . . . .	1-6-95 14'16
				Gourangdi to Alipur—	
				For goods traffic . . . . .	30-3-95 7'54
				Ikrah branch—	
				For coal traffic . . . . .	15-4-94 } 8'92
				For passenger and goods traffic . . . . .	1-1-95 }
				Jherria branch—	
				Sítarámpur to Barákar . . . . .	1-1-65 5'43
				Barákar to Kátrásgarh . . . . .	20-5-94 † 33'80
					86'51
				Carried over . . . . .	{ 1,205'47
					86'51

\* These are the dates of opening the original single line which has  
† The first seven miles of this extension were worked for coal traffic

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The earthwork and bridges generally are for a double line, except the superstructure of iron bridges. The line was originally laid almost entirely with wooden sleepers, but cast-iron plate sleepers have since been introduced, and these, as well as wooden sleepers, are used for renewals. The rails, varying in weight from 74lb. to 82lb. to the yard, are being replaced by 85lb. steel rails. The line is double from Howrah to Moghal Sarai.</p>	<p>The experimental line from Howrah to RaneeGUNGE was commenced in January 1851. The first section (23·23 miles) was opened on the 15th August 1854.</p> <p>The chord line from Khána Junction to Luckeeseraí Junction, which now forms a part of the main line, was commenced in February 1866, and was opened through on the 1st January 1871. This line reduces the distance between Howrah and the Upper Provinces by 63·31 miles.</p> <p>A branch line of railway has been constructed by the Beerbhoom Coal Company from their colliery at Borraah to a point on the East Indian railway. It was opened for coal traffic at the end of February 1885.</p> <p>The commencement of work on the Hooghly bridge branch (4·22 miles) was sanctioned on the 14th January 1884. The bridge was completed and opened for traffic on the 15th March 1887.</p>
<p>The Ondál loop is a single line throughout. The rails are laid on transverse timber sleepers and cast-iron bowl and plate sleepers.</p> <p>The Jherria branch is single throughout. The rails are iron, cut 18' 6" long, and are laid on timber sleepers.</p> <p>The Giridih branch is constructed for a single line. The width of formation in the embankments is 16 feet.</p>	<p>The section of the Ondál loop from Toposi to Panooria and the Ikrah branch, were sanctioned for construction in July, and the Salanpur branch in August 1892. An extension of this line from Mohanpur towards Jamgram, about a mile long, was sanctioned for construction in September 1894.</p> <p>The Alipur branch of the Barákar Coal Company, extending from Alipur to Panooria, was purchased on the 29th March 1895 by the East Indian Railway Company for a sum of Rs. 1,00,000. It has since been worked as a part of the Ondál loop.</p> <p>The extension of the Jherria branch from Barákar to Kátrágarh, including 2·88 miles of the Chanch branch, was sanctioned for construction, and orders for the commencement of work issued on the 9th March 1892. The construction of the remaining portion of the Chanch branch, one mile in length, was sanctioned in February 1896.</p> <p>The construction of the Damoodur branch was sanctioned in January 1894.</p>

since been doubled.  
from the 1st August 1893.

# Appendix 7. History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles. Miles.	Miles.	Miles.
I (a)	<b>East Indian—contd.</b> (5' 6" gauge). Brought forward ... 146'31 1,205'47 <b>Branches—contd.</b> <b>Main line—concl'd.</b> Bankipore Junction (337'74 miles from Howrah <i>via</i> the main line) to Gya (Patna-Gya branch) . 58'42 Bankipore Junction (337'74 miles from Howrah <i>via</i> the main line) to Digha Ghât (Digha Ghât branch) . 5'53 Dildárnagar Junction (433'66 miles from Howrah <i>via</i> the main line) to Târig'hât on the Ganges opposite Ghazipur (Târig'hât branch) . 12'00 Moghal Sarai (470'02 miles from Howrah <i>via</i> the main line) to Gya . 125'47 Bârân to Daltonganj, including colliery branch . 78'32 Naini Junction (560'46 miles from Howrah <i>via</i> the main line, or 4'55 miles east of Allahabad) to Jubbulpore (Jubbulpore branch) . 223'58 Allahabad Junction (565'01 miles from Howrah <i>via</i> the main line) to fort (Allahabad fort branch) . 2'34 Cawnpore Junction (684'48 miles from Howrah <i>via</i> the main line) to the corn market in the city (Cawnpore city branch) . 0'88 Shikohabad to Farukhabad . 65'82 Tundla Junction (828'25 miles from Howrah <i>via</i> the main line) to Agra fort (Agra branch) . 13'35 Hathras Road Junction to Hathras city (Hathras city branch) . 5'58 <b>Loop line—</b> Nalhâti (144'60 miles from Howrah <i>via</i> the loop line) to Azîmganj (Azîmganj branch) . 27'48 Tinpahâr Junction (194'72 miles from Howrah <i>via</i> the loop line) to Rajmehal (Rajmehal branch) . 7'23 Sakrigali Junction (213'28 miles from Howrah <i>via</i> the loop line) to the river Ganges (Sakrig'hât branch) . 1'99 Carried over . 774'30 1,205'47		<b>Brought forward</b> . { 1,205'47 86'51 <b>Branches—concl'd.</b> <b>Main line—concl'd.</b> Salanpur branch— For coal traffic . { 7-9-94 4'29 1-1-97 1'24 Chanch branch— For goods traffic . { 1-2-93 2'88 5-8-96 1'00 Damoodur branch . { 30-6-95 8'00 15-7-90 1'77 Pandra branch . . 26-11-00 3'23 Kurbaree branch . . 1-1-71 26'70 Mokameh branch . . 1-5-83 3'70 Patna-Gya branch— Bankipore Junction to Bankipore . 2-6-79 0'25 Bankipore to Jehanabad 21-4-79 28'95 Jehanabad to Gya . 2-6-79 29'22 Digha Ghât branch . . 2-4-85 5'53 Târig'hât branch . . 5-10-80 12'00 Moghal Sarai-Gya branch 1-3-00 125'47 Jubbulpore branch . . 1-8-67 223'58 Allahabad fort branch . 3-3-59 2'34 Cawnpore city branch . 15-2-79 0'88 Agra branch . . . 1-4-62 13'35 Hathras city branch— For goods traffic . . 1-11-98 } 5'58 For passenger traffic . 10-1-99 } <b>Loop line—</b> Azîmganj branch . . 15-7-92 27'48 Rajmehal branch . . 15-10-60 7'23 Sakrig'hât branch . . 1-1-94 1'99 Maharajpur branch . { 31-10-96 2'36 30-11-98 2'48 Sultangunge branch . . 6-5-95 1'16 Monghyr branch . . 10-4-62 5'68 634'85 <b>Double—Main line and branches.</b> Howrah to Serampore . 10-3-57 11'74 Serampore to Chander-nagore . . . 1-2-58 8'38 Chandernagore to Hooghly 1-5-58 3'11 Hooghly to Magra . . 1-10-58 5'49 Magra to Pundooah . . 25-2-59 8'82 Pundooah to Burdwan . 1-10-59 28'72 Burdwan to Khâna . . 1-1-59 8'22 Khâna to Durgapur . . 1-6-70 31'35 Durgapur to Ranee-gunge 2-9-70 14'36 Ranee-gunge to Sîtâ-rampur 19-12-70 16'85 Sîtâ-rampur to Luckeeserai 1-1-71 124'64 Luckeeserai to Burhee . 22-6-60 9'82 Burhee to Barh . . . 22-2-68 27'10 Barh to Futwah . . . 1-11-68 25'87 Futwah to Dinapore . . 20-3-67 19'63 Dinapore to Bihta . . 13-8-68 10'93 Bihta to Arrah . . . 28-3-70 13'50 Arrah to Buxar . . . 13-8-68 42'67 411'20 Carried over . { 1,840'32 411'20

DIX 7—continued.  
on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.															
<p>The first 29 miles of the Patna-Gya branch are laid with rails, 64 lb. to the yard, on the existing metalled road, with deviations in places. For the remainder a new alignment has been adopted.</p> <p>The country traversed by the Moghal Sarai-Gya line is comparatively flat. The most important rivers crossed are—</p> <table><tr><td></td><td>Spans.</td><td>Feet.</td></tr><tr><td>Sone . . . . .</td><td>93</td><td>of 100</td></tr><tr><td>Mohar . . . . .</td><td>13</td><td>„ 60</td></tr><tr><td>Budh . . . . .</td><td>13</td><td>„ 60</td></tr><tr><td>Punpun . . . . .</td><td>8</td><td>„ 60</td></tr></table> <p>The permanent-way is of the East Indian railway standard design with double-headed rails, 75lb. to the yard, laid with cast-iron chairs and timber sleepers. The sharpest curves are 5,730 feet radius and the steepest gradient is 1 in 400.</p> <p>The line is fenced near villages, round station yards and for a short distance near each crossing. The type of fence is a five wire fence of the ordinary pattern adopted for State railways.</p> <p>Stone ballast procurable from the adjacent hills is used throughout.</p> <p>On the Jubbulpore branch the land and earthwork are for a double line, but only one track is laid. The bridges and viaducts are also for a double line, but in girder bridges and viaducts the girders on the down side have not been erected. On the first 54 miles, rails 82lb. to the yard have been used; the rest of the line has rails 74lb. to the yard. The rails are generally laid on wooden sleepers of creosoted fir and sal.</p> <p>The road on the Azimganj branch was formed by Government as for a first class metalled road, and one-half of the surface was made over to the Indian Branch Railway Company for a single track. The line was originally laid with 31lb. rails on teak, sal and pine sleepers. On its conversion to the 5' 6" gauge the permanent-way was replaced by 82lb. iron rails laid on Denham-Olphert's plate sleepers over a bed of laterite ballast. The ruling gradient is 1 in 100. The line is unfenced throughout.</p> <p>The rest of the branches are laid with a single track, but the formation generally is for a double line. The rails are laid on wooden cross sleepers.</p> <p>The length of road laid with an additional sleeper per pair of rails is 1,974 miles, leaving 10.15 miles of very short branches, which is not considered necessary to provide with additional sleepers.</p>		Spans.	Feet.	Sone . . . . .	93	of 100	Mohar . . . . .	13	„ 60	Budh . . . . .	13	„ 60	Punpun . . . . .	8	„ 60	<p>The Mokameh branch was originally 1.75 miles in length and was used for goods traffic only. When the terminus of the Tirhoot State railway was changed from opposite Barh to opposite Mokameh, this branch was extended about 0.75 mile and opened to passenger traffic on the 1st May 1883. Owing to alterations made during 1893, the length of this branch has now been increased to 363 miles.</p> <p>The Patna-Gya branch was constructed by the State. The survey was carried out under orders issued by the Government of Bengal in April 1877, and construction was commenced on the 13th February 1878. The branch was worked by State agency from the date of opening up to the 1st January 1883, on which date it was made over to the East Indian Railway Company to be worked under an agreement. On the 1st July 1892 this branch was incorporated with the East Indian railway.</p> <p>The branch from Bankipore to Digha Ghât has been constructed to connect, by a ferry across the Ganges, with the Bengal and North-Western railway at Paleza ghât near Sonapore. Sanction to its construction was given on the 30th July 1884, and the branch was opened to traffic on the 2nd April 1885.</p> <p>The Jubbulpore branch was commenced under contract in February 1863 and was completed in 3½ years.</p> <p>The line from Nalhâti to Azimganj, which was constructed by the Indian Branch (afterwrds the Oudh and Rohilkhand) Railway Company, as a 4' 0" gauge line, was opened for traffic on the 21st December 1863. It was purchased by the State on the 31st March 1872 for a sum of £30,000. On the 31st April 1892 this line was incorporated with the undertaking, and on the 15th July 1892 opened on the 5' 6" gauge under the name of the "Azimganj branch."</p> <p>The construction of the Sultangunge branch was sanctioned in March 1893.</p> <p>The East Indian railway was acquired by the State from the late guaranteed company on the 1st January 1880.</p> <p>On the 1st January 1889 the Dildarnagar-Ghâzipur State railway was incorporated with the East Indian railway.</p> <p>The Gwalior branch (late Scindia State railway), formerly worked by the East Indian railway, was acquired by the Indian Midland Railway Company on the 1st March 1889 and is now worked by that Company.</p> <p>The East Indian Railway Company works, under agreement, the Tarkessur and the Delhi-Umballa-Kalka railways. The terms of working will be found in Appendices N and H to Part II of the Railway Administration Reports for 1887-88 and 1888-89, respectively.</p>
	Spans.	Feet.														
Sone . . . . .	93	of 100														
Mohar . . . . .	13	„ 60														
Budh . . . . .	13	„ 60														
Punpun . . . . .	8	„ 60														

## Appendix 7. History of Railways.

## APPENDIX

### *History of Railways constructed and in progress*

**NOTE.**—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.
1 (a)	East Indian—concl'd.	Miles.	Miles.	Miles.	Miles. Brought forward { 1,840'32 411'20
	(5' 6" gauge).				
	Brought forward	774'30	1,205'47		
	Branches—concl'd.				
	Loop line—concl'd.				
	Maharajpur to Maharajpur Ghat (Maharajpur branch)	4'84			
	Sultangunge (279'28 miles from Howrah <i>via</i> the loop line) to Sultangunge Ghat (Sultangunge branch)	1'16			
	Jamálpur Junction (296'39 miles from Howrah <i>via</i> the loop line) to Monghyr (Monghyr branch)	5'68			
		785'98			
	TOTAL		1,991'45		



DIX 7—continued.  
on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

it has not been possible to bring this statement fully up to date.

Details of construction.		REMARKS.																
<p>The length of road relaid with steel rails up to the 31st December 1897 was 1,556·97 miles, as follows:</p> <table><tr><td></td><td>Miles.</td></tr><tr><td>Howrah district . . . . .</td><td>180·55</td></tr><tr><td>Chord line . . . . .</td><td>369·07</td></tr><tr><td>Dinapore district . . . . .</td><td>487·87</td></tr><tr><td>Allahabad district . . . . .</td><td>279·31</td></tr><tr><td>Delhi district . . . . .</td><td>230·17</td></tr><tr><td></td><td><hr/></td></tr><tr><td></td><td>1,556·97</td></tr></table>			Miles.	Howrah district . . . . .	180·55	Chord line . . . . .	369·07	Dinapore district . . . . .	487·87	Allahabad district . . . . .	279·31	Delhi district . . . . .	230·17		<hr/>		1,556·97	
	Miles.																	
Howrah district . . . . .	180·55																	
Chord line . . . . .	369·07																	
Dinapore district . . . . .	487·87																	
Allahabad district . . . . .	279·31																	
Delhi district . . . . .	230·17																	
	<hr/>																	
	1,556·97																	
<p>The line is double fenced throughout, excepting the Azímganj branch and the Barákar-Kátrágarh section, the Jherria branch which are unfenced.</p> <p>There are no curves of less than 1,000 feet in radius.</p> <p>The length and situation of gradients up to 1 in 100 are as shown below:</p>																		
Section of line.	Length of gradients.																	
	to	1 in 100.																
Main line— Between 216 and 226 miles from Howrah (188)	...	6·64																
Ondál loop— Between 125 and 147 miles from Howrah . . . . .	5·19	9·95																
Shekhpur branch . . . . .	1·40	3·52																
Kurhurbaree branch . . . . .	4·05	6·14																

**Appendix 7.**  
**History of Railways.**

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
10 (j)	<p><b>Gaekwar's Dabhoi—</b></p> <p>(2' 6" gauge).</p> <p>Miyágám [228·75 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Dabhoi . . . . . 20'00</p> <p>Dabhoi to Báhádarpur . . . . . 9'64</p> <p>Báhádarpur to Bodeli . . . . . 12'77</p> <p>Dabhoi to Chándod . . . . . 10'62</p> <p>Dabhoi to Vishvámitri . . . . . 18'63</p> <p>Vishvámitri to Padra . . . . . 7'14</p> <p style="text-align: right;"><u>78'80</u></p>	78'80	<p>Miyágám to Dabhoi . . . . . 8-4-73 20'00</p> <p>Dabhoi to Chándod . . . . . 15-4-79 10'62</p> <p>Dabhoi to Báhádarpur . . . . . 17-9-79 9'64</p> <p>Dabhoi to Goya Gate . . . . . 1-7-80 } 18'63</p> <p>Goya Gate to Vishvámitri . . . . . 24-1-81 }</p> <p>Báhádarpur to Bodeli . . . . . 16-6-90 12'77</p> <p>Vishvámitri to Padra . . . . . 1-7-97 7'14</p> <p style="text-align: right;"><b>TOTAL OPEN MILEAGE . . . 78'80</b></p>

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.																											
<p>The line was originally laid with iron rails weighing 30lb. to the yard for 20 miles, and with steel rails weighing 30lb. and 31lb. to the yard for 39·25 miles and 12·50 miles, respectively, on wooden sleepers with sand ballast. The renewals are being made with steel rails, about 11·30 miles having been renewed with 31lb. steel rails. The line from Vishvámitri to Padra is laid with 31lb. steel rails and wooden sleepers with sand ballast. The width at formation level is 12 feet. The entire line is on an embankment. There are a few small bridges, some of one 40-feet span and some of two 20-feet, 30-feet spans each and one of 3 spans of 60 feet warren girders. There are no bridges specially constructed for cart traffic, but the carts use some of the nullahs to pass under the line.</p> <p>There is no fencing, except what has been put up by the villagers themselves.</p> <p>There are no gradients of 1 in 100 or less.</p> <p>The length and situation of the ruling gradients are as under:</p>				<p>The dates of orders for survey and construction are as follows:</p> <table><tr><th></th><th>Dates for survey.</th><th>Dates for construction.</th></tr><tr><td>Miyágám to Dabhoi . . . . .</td><td>17-4-69</td><td>21-3-72</td></tr><tr><td>Dabhoi to Chándod and Báhádar-pur . . . . .</td><td>6-6-77</td><td>27-11-77</td></tr><tr><td>Dabhoi to Baroda . . . . .</td><td>July 77</td><td>29-1-79</td></tr></table> <p>The line is the property of His Highness the Gaekwar of Baroda.</p> <p>The Dabhoi-Báhádarpur line was extended to Bodeli in 1890. The survey was ordered in February 1887, and construction sanctioned in September 1888. Work was commenced in November 1888 and completed on 16th June 1890.</p> <p>The section from Vishvámitri to Padra, 7·14 miles, was surveyed in 1891—orders for its resurvey were given on 22nd July 1895 and construction on 28th August 1895. Work commenced in March 1896 and was completed in June 1897.</p> <p>This line is worked and maintained by the Bombay, Baroda and Central India Railway Company. The terms of working will be found in Appendix AA to Part II of the Railway Administration Report for 1897-98.</p>		Dates for survey.	Dates for construction.	Miyágám to Dabhoi . . . . .	17-4-69	21-3-72	Dabhoi to Chándod and Báhádar-pur . . . . .	6-6-77	27-11-77	Dabhoi to Baroda . . . . .	July 77	29-1-79															
	Dates for survey.	Dates for construction.																													
Miyágám to Dabhoi . . . . .	17-4-69	21-3-72																													
Dabhoi to Chándod and Báhádar-pur . . . . .	6-6-77	27-11-77																													
Dabhoi to Baroda . . . . .	July 77	29-1-79																													
<table><tr><th>Section of line.</th><th>Ruling gradient</th><th>No. of gradients.</th><th>Length of gradients.</th></tr><tr><td>Miyágám-Dabhoi section . . . . .</td><td>1 in 475</td><td>2</td><td>Miles. 1·03</td></tr><tr><td>Dabhoi-Báhádarpur section . . . . .</td><td>1 in 300</td><td>1</td><td>0·85</td></tr><tr><td>Báhádarpur-Bodeli section . . . . .</td><td>1 in 300</td><td>1</td><td>0·34</td></tr><tr><td>Dabhoi-Chándod section . . . . .</td><td>1 in 500</td><td>2</td><td>0·61</td></tr><tr><td>Dabhoi-Vishvámitri section . . . . .</td><td>1 in 400</td><td>1</td><td>0·38</td></tr><tr><td>Vishvámitri-Padra section . . . . .</td><td>1 in 200</td><td>2</td><td>0·58</td></tr></table>				Section of line.	Ruling gradient	No. of gradients.	Length of gradients.	Miyágám-Dabhoi section . . . . .	1 in 475	2	Miles. 1·03	Dabhoi-Báhádarpur section . . . . .	1 in 300	1	0·85	Báhádarpur-Bodeli section . . . . .	1 in 300	1	0·34	Dabhoi-Chándod section . . . . .	1 in 500	2	0·61	Dabhoi-Vishvámitri section . . . . .	1 in 400	1	0·38	Vishvámitri-Padra section . . . . .	1 in 200	2	0·58
Section of line.	Ruling gradient	No. of gradients.	Length of gradients.																												
Miyágám-Dabhoi section . . . . .	1 in 475	2	Miles. 1·03																												
Dabhoi-Báhádarpur section . . . . .	1 in 300	1	0·85																												
Báhádarpur-Bodeli section . . . . .	1 in 300	1	0·34																												
Dabhoi-Chándod section . . . . .	1 in 500	2	0·61																												
Dabhoi-Vishvámitri section . . . . .	1 in 400	1	0·38																												
Vishvámitri-Padra section . . . . .	1 in 200	2	0·58																												
<p>The length and situation of curves under a radius of 1,000 feet are shown below:</p>																															
<table><tr><th>Section of line.</th><th>Length of curve.</th><th>Radius of curve.</th></tr><tr><td></td><td>Feet.</td><td>Feet.</td></tr><tr><td>Vishvámitri-Dabhoi— (Between 0 and 1 mile from Vishvámitri) . . . . .</td><td>1,505</td><td>955·48</td></tr><tr><td>Dabhoi-Chándod— (Between 18 and 20 miles from Vishvámitri) . . . . .</td><td>956</td><td>500·00</td></tr><tr><td>Báhádarpur-Bodeli— (Between 29 and 30 miles from Vishvámitri) . . . . .</td><td>702</td><td>700·00</td></tr><tr><td>Vishvámitri-Padra— (Between 0 and 1 mile from Vishvámitri) . . . . .</td><td>219</td><td>500·00</td></tr><tr><td>(Between 4 and 5 miles from Vishvámitri) . . . . .</td><td>422</td><td>955·00</td></tr></table>				Section of line.	Length of curve.	Radius of curve.		Feet.	Feet.	Vishvámitri-Dabhoi— (Between 0 and 1 mile from Vishvámitri) . . . . .	1,505	955·48	Dabhoi-Chándod— (Between 18 and 20 miles from Vishvámitri) . . . . .	956	500·00	Báhádarpur-Bodeli— (Between 29 and 30 miles from Vishvámitri) . . . . .	702	700·00	Vishvámitri-Padra— (Between 0 and 1 mile from Vishvámitri) . . . . .	219	500·00	(Between 4 and 5 miles from Vishvámitri) . . . . .	422	955·00							
Section of line.	Length of curve.	Radius of curve.																													
	Feet.	Feet.																													
Vishvámitri-Dabhoi— (Between 0 and 1 mile from Vishvámitri) . . . . .	1,505	955·48																													
Dabhoi-Chándod— (Between 18 and 20 miles from Vishvámitri) . . . . .	956	500·00																													
Báhádarpur-Bodeli— (Between 29 and 30 miles from Vishvámitri) . . . . .	702	700·00																													
Vishvámitri-Padra— (Between 0 and 1 mile from Vishvámitri) . . . . .	219	500·00																													
(Between 4 and 5 miles from Vishvámitri) . . . . .	422	955·00																													

Appendix 7.  
History of Railways,

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage	Date of opening for public traffic.
	Miles.	Miles.	Miles.
10 (g)	<b>Gackwar's Mehsana—</b> <i>(3' 3½" gauge).</i> Viramgám (40·50 miles from Ahmedabad on the Bombay, Baroda and Central India railway) <i>via</i> Mehsána to Kherálu . . . . . 67·94 Mehsána to Pátan . . . . . 24·69	92·63	Viramgám to Mehsána . . . . . 1-2-91 40·21 Mehsána to Vadnagar . . . . . 21-3-87 20·73 Vadnagar to Kherálu . . . . . 12-12-88 7·00 Mehsána to Pátan . . . . . 20-7-91 24·69 <b>TOTAL OPEN MILEAGE</b> . . . . . 92·63
10 (c)	<b>Gackwar's Petlad—</b> <i>(5' 6" gauge).</i> Anánd [269·50 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Petlád . . . . .	13·35	Anánd to Petlád . . . . . 5-5-90 13·35
10 (e)	<b>Godhra-Rutlam-Nagda—</b> <i>(5' 6" gauge).</i> Godhra [318·71 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway <i>via</i> Rutlam] to Nágdá . . . . .	141·14	Godhra to Limkhérá . . . . . 16-1-93 26·09 Limkhérá to Dóhad . . . . . 7-3-94 19·55 Dóhad to Rutlam . . . . . 22-10-94 70·46 Rutlam to Nágdá— For goods traffic . . . . . 11-5-96 } 26·04 For passenger traffic . . . . . 1-6-96 } <b>TOTAL OPEN MILEAGE</b> . . . . . 141·14

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line is constructed for a single track. The length from Mehsána to Kherálu is laid with steel rails, 41½ lb to the yard, on transverse steel trough sleepers. The ballast consists chiefly of earth with lengths of kunkur. The remainder of the line is laid with iron and steel rails, 40 lb and 41½ lb to the yard, on deodar sleepers, except a mile on the Mehsána-Viramgám section, which is laid with steel trough sleepers. With slight exceptions it is fully ballasted.</p> <p>The line runs through an easy country, and there have been no engineering difficulties.</p> <p>The whole system was originally fenced with cactus; but this has, in several places, been entirely destroyed by floods and locusts, and what remains is much broken up.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The survey of the line from Mehsána to Vadnagar was undertaken in May 1884, and construction commenced in August 1886. The line was completed by the Bombay, Baroda and Central India Railway Company in March 1887.</p> <p>The funds for this branch were supplied by His Highness the Gaekwar of Baroda.</p> <p>The construction of an extension from Visnagar to Vijápur, which was sanctioned on the 18th April 1887, has been deferred for the present.</p> <p>The survey of the line from Vadnagar to Kherálu was commenced in April 1887 and the construction in June 1887. The extension was completed by the Bombay, Baroda and Central India Railway Company in December 1888.</p> <p>Surveys of branch lines from Mehsána to Viramgám and Pátan were carried out during the early part of 1889, and the construction of the lengths between Mehsána and Viramgám and Mehsána and Pátan was commenced in May and in November 1889, respectively.</p> <p>This line is worked by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix M to Part II of the Railway Administration Report for 1893-94.</p>
<p>The rails used are flat-footed steel, 66½ lb. to the yard, laid on steel trough sleepers fully ballasted throughout with good gravel. The width at formation level is 18 feet. The centre line is on an embankment.</p> <p>There are a few bridges of one or two spans of 20 feet each.</p> <p>The whole line is fenced with cactus.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p> <p>The ruling gradient on the line is 1 in 200, of which there are 5 in number and aggregate 1·91 miles in length.</p>	<p>The orders for the survey of this line were given in December 1887; construction was sanctioned in December 1888; work was commenced in January 1889 and completed on the 5th May 1890.</p> <p>The cost of construction has been defrayed by His Highness the Gaekwar.</p> <p>This line is worked and maintained by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix DD to Part II of the Railway Administration Report for 1897-98.</p>
<p>The line traverses a very difficult country, the greater part being on a gradient of 1 in 200; the steepest gradient on the line is, however, 1 in 100; it is situated in the 1st mile from Godhra and is 1,400 feet in length.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The rails are flat-footed, steel, 75 lb. to the yard, laid on steel trough sleepers from mile 0 to 84½ and mile 114 to 117, on deodar sleepers from mile 84½ to 114 and mile 122 to 123 with bits of steel sleepers in three places, and on creosoted pine sleepers from mile 117 to 122 and mile 123 to 140½.</p> <p>The line is fenced with wire from mile 0 to mile 35 and then in different sections, making an aggregate of 76½ miles. The rest of the line is unfenced.</p> <p>The ballast is of stone or gravel.</p> <p>The ruling gradient is 1 in 200, of which there are 70 in number, aggregating 72·19 miles in length.</p>	<p>The line from Godhra to Rutlam was surveyed in 1883 and 1884, but on the representation of the Bombay, Baroda and Central India Railway Company a resurvey was ordered in October 1886.</p> <p>Sanction to the commencement of work was given on the 29th October 1890, and work was started on the first section—from Godhra to the 24th mile—on the 1st January 1891. In June 1891 work was started from Rutlam to the 60th mile, and between the 60th and 24th miles.</p> <p>The construction of the line from Rutlam to Nágda was sanctioned and orders for the commencement of work issued in December 1894, and work was started in March 1895.</p> <p>The contract for the maintenance and working of this line by the Bombay, Baroda and Central India Railway Company is printed as Appendix J to Part II of the Railway Administration Report for 1893-94 and Appendix T to Part II of the report for 1897-98.</p>

# Appendix 7. History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year.

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
	Miles. Miles.	Miles.	Miles.
9 (a)	<b>Great Indian Peninsula—</b> (5' 6" gauge).		<b>NORTH-EAST LINE—</b>
	<b>NORTH-EAST LINE—</b>		<b>Main line—</b>
	<b>Main line—</b>		Victoria terminus to Bori
	Bombay (Victoria terminus) to Kalyán Junction . 33 38		Bandar . . . . . 1-1-82 0'19
	Kalyán Junction to Bhusával Junction . . . . . 243 89		Bori Bandar to Thána . . 18-4-53 20'54
	Bhusával Junction to Jubbulpore (point of junction with the East Indian railway) . . . . . 337 84		Thána to Kalyán . . . . . 1-5-54 12'65
	615'11		Kalyán to Vásind . . . . . 1-10-55 16'14
			Vásind to Asángaoon . . . . 6-2-60 3'75
			Asángaoon to Kására . . . . 1-1-61 21'84
			Kására to Igatpuri (Thull ghát) . . . . . 1-1-65 9'89
			Igatpuri to Násik . . . . . 28-1-61 31'43
			Násik to Chálisgaon . . . . 1-10-61 87'24
			Chálisgaon to Jalgaon . . . 6-10-62 57'48
			Jalgaon to Bhusával . . . . 20-5-63 15'01
			Bhusával to Burhánpur . . . 20-11-65 33'91
			Burhánpur to Khandwa . . . 3-9-66 42'79
			Khandwa to Bir . . . . . 17-2-68 21'15
			Bir to Itársi . . . . . 1-1-70 89'27
			Itársi to Sohágpur . . . . . 1-2-70 30'69
			Sohágpur to Jubbulpore . . . 8-3-70 121'14
			615'11
			<b>Chálisgaon to Dhulia—</b>
			For goods traffic . . . . . 15-10-00 } 35'20
			For passenger traffic . . . . 10-12-00 }
			<b>Jalgaon to Dhrangaon—</b>
			For goods traffic . . . . . 20-2-00 18'56
			Dhrangaon to Amalner . . . . 4-4-00 15'72
			34'28
			<b>Nágpur branch—</b>
			Bhusával Junction to Mal- kápúr . . . . . 20-5-63 30'05
			Malkápúr to Shegaon . . . . 24-10-64 32'53
			Shegaon to Badnera . . . . . 18-12-65 72'67
			Badnera to Pulgaon . . . . . 16-7-66 40'29
			Pulgaon to Sindi . . . . . 5-11-66 38'27
			Sindi to Nágpur . . . . . 20-2-67 29'44
			243'25
			<b>Mohpáni branch—</b>
			Gádarvada to Mohpáni—
			For coal traffic only . . . . . 3-9-72 } 12'47
			For public traffic . . . . . 1-1-81 }
			Mohpáni to Gotitoria . . . . 22-11-96 1'07
			Mohpáni to new coal fields 30-6-00 0'14
			13'68
			<b>SOUTH-EAST LINE—</b>
			<b>Main line—</b>
			Kalyán to Palasdhari (Karjat) . . . . . 12-5-56 30'61
			Palasdhari to Khandála (Bhore ghát) . . . . . 14-5-63 13'20
			Khandála to Lonávla (Bhore ghát) . . . . . 14-6-58 2'35
			Lonávla to Poona . . . . . 14-6-58 39'66
			Poona to Diksál . . . . . 15-12-58 64'25
			Diksál to Bársi Road . . . . 23-10-59 50'60
			Bársi Road to Mohol . . . . 20-1-60 28'32
			Mohol to Sholápur . . . . . 6-6-60 20'51
			Sholápur to Gulbarga . . . . 1-2-70 70'29
			Gulbarga to the Kistna . . . 1-12-70 73'76
			Kistna to Raichúr . . . . . 1-5-71 15'31
			408'86
			<b>Khopoli branch—</b>
			Palasdhari to Khopoli . . . . 12-5-56 7'24
			7'24
			416'10
			Carried over . 1,357'62
			Carried over . 1,357'62

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.																																																																								
<p>The north-east line to Khandwa, 352·39 miles ; 0·74 mile near Bāgra ; 46·42 miles from Kalyān Junction to Lonāvla on the south-east line, and 62·37 miles from Bhusāval to Shegaon on the Nāgpur branch—461·92 miles in all—are double. Between Victoria terminus and Byculla Junction, a distance of 2·87 miles, four tracks are laid. Two of these tracks, however, are used for goods traffic only, and are treated as sidings in the mileage returns. On the rest of the line generally the earthwork is for a single line, and the bridges and viaducts for a double line.</p> <p>The rails originally laid were iron weighing 68lb and 84lb to the yard. These are now being gradually replaced by steel rails weighing 69lb, 82lb, and 86lb to the yard. The lengths at present laid with steel and iron rails in the main line are 1,696·53 and 32·56 miles, respectively.</p> <p>The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron bowls. There were 1,661·38 miles of bowl sleepers and 67·76 miles of wooden sleepers on the 31st December 1899.</p> <p>The whole of the south-east line, excepting the ghāt section, is laid with iron bowls.</p> <p>The line, with the exception of the Mohpāni branch, is well fenced throughout.</p> <p>The line throughout is very fully ballasted.</p> <p>The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet :</p>				<p>The line from Bombay to Thāna was commenced on the 31st October 1850, and that from Bhusāval Junction to Malkāpur towards the close of 1859.</p> <p>The dates of orders for the construction of other sections on the north-east line, including branches, are as follows :</p> <table><tr><td>Thāna to Persic</td><td>28-3-51</td></tr><tr><td>Persick to Kalyān</td><td>22-5-52</td></tr><tr><td>Kalyān to Vāsind</td><td>20-5-53</td></tr><tr><td>Vāsind to Bhusāval</td><td>25-3-57</td></tr><tr><td>Bhusāval to Jubbulpore.</td><td>1858</td></tr><tr><td>Nāgpur branch</td><td>27-9-58</td></tr><tr><td>Mohpāni branch</td><td>13-2-71</td></tr><tr><td>Mohpāni to Gotitoria</td><td>25-2-96</td></tr></table>	Thāna to Persic	28-3-51	Persick to Kalyān	22-5-52	Kalyān to Vāsind	20-5-53	Vāsind to Bhusāval	25-3-57	Bhusāval to Jubbulpore.	1858	Nāgpur branch	27-9-58	Mohpāni branch	13-2-71	Mohpāni to Gotitoria	25-2-96																																																								
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<table><tr><th rowspan="2">SECTION OF LINE.</th><th colspan="3">LENGTH OF GRADIENTS.</th><th rowspan="2">Length of curves of 900 feet radius.</th></tr><tr><th>1 in 100 and less.</th><th>1 in 75 to 1 in 100.</th><th>1 in 50 to 1 in 75.</th></tr><tr><td></td><td>Miles.</td><td>Miles.</td><td>Miles.</td><td>Miles.</td></tr><tr><td colspan="5">NORTH-EAST LINE—</td></tr><tr><td>Miles 75—84 from Bombay (Thuli ghāt)</td><td>5·05</td><td>2·36</td><td>—</td><td>—</td></tr><tr><td>Miles 21—99 from Bombay</td><td>—</td><td>—</td><td>13·55</td><td>—</td></tr><tr><td>" 271—3 "</td><td>—</td><td>—</td><td>0·94</td><td>—</td></tr><tr><td colspan="5">SOUTH-EAST LINE—</td></tr><tr><td>Miles 64—80 from Bombay (Bhore ghāt)</td><td>14·26</td><td>0·46</td><td>—</td><td>—</td></tr><tr><td>Miles 63—64 from Bombay</td><td>—</td><td>—</td><td>0·43</td><td>—</td></tr><tr><td>" 298—376 "</td><td>—</td><td>—</td><td>16·65</td><td>—</td></tr><tr><td>" 75—76 "</td><td>—</td><td>—</td><td>—</td><td>0·34</td></tr></table>				SECTION OF LINE.	LENGTH OF GRADIENTS.			Length of curves of 900 feet radius.	1 in 100 and less.	1 in 75 to 1 in 100.	1 in 50 to 1 in 75.		Miles.	Miles.	Miles.	Miles.	NORTH-EAST LINE—					Miles 75—84 from Bombay (Thuli ghāt)	5·05	2·36	—	—	Miles 21—99 from Bombay	—	—	13·55	—	" 271—3 "	—	—	0·94	—	SOUTH-EAST LINE—					Miles 64—80 from Bombay (Bhore ghāt)	14·26	0·46	—	—	Miles 63—64 from Bombay	—	—	0·43	—	" 298—376 "	—	—	16·65	—	" 75—76 "	—	—	—	0·34	<p>From Sholāpur to Gulbarga the contractors commenced work on the 3rd August 1865, and from Gulbarga to Raichūr the contract was let in December 1865. The Kistna bridge on the Gulbarga-Raichūr section was opened on the 9th October 1873.</p> <p>The remaining portions of the south-east line were sanctioned for construction on the following dates :</p> <table><tr><td>Kalyān to Neral</td><td>13-5-54</td></tr><tr><td>Neral to Palasdhari</td><td>10-1-55</td></tr><tr><td>Palasdhari to Poona</td><td>7-7-55</td></tr><tr><td>Poona to Sholāpur</td><td>5-10-55</td></tr><tr><td>Khopoli branch</td><td>30-1-55</td></tr><tr><td>Chālisgaon to Dhulia</td><td>15-7-97</td></tr><tr><td>Amalner to Jalgaon</td><td>Jany. '98.</td></tr></table>	Kalyān to Neral	13-5-54	Neral to Palasdhari	10-1-55	Palasdhari to Poona	7-7-55	Poona to Sholāpur	5-10-55	Khopoli branch	30-1-55	Chālisgaon to Dhulia	15-7-97	Amalner to Jalgaon	Jany. '98.
SECTION OF LINE.	LENGTH OF GRADIENTS.				Length of curves of 900 feet radius.																																																																							
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				<p>The Khopoli branch is worked during fair weather only.</p> <p>The Great Indian Peninsula and Indian Midland railway systems have been amalgamated and worked as one undertaking on behalf of the State from 1st July 1900, the terms for which will be found in Appendices D and E to this report.</p>																																																																								

From Sholāpur to Gulbarga the contractors commenced work on the 3rd August 1865, and from Gulbarga to Raichūr the contract was let in December 1865. The Kistna bridge on the Gulbarga-Raichūr section was opened on the 9th October 1873.

The remaining portions of the south-east line were sanctioned for construction on the following dates :

Kalyān to Neral	13-5-54
Neral to Palasdhari	10-1-55
Palasdhari to Poona	7-7-55
Poona to Sholāpur	5-10-55
Khopoli branch	30-1-55
Chālisgaon to Dhulia	15-7-97
Amalner to Jalgaon	Jany. '98.

The Khopoli branch is worked during fair weather only. The Great Indian Peninsula and Indian Midland railway systems have been amalgamated and worked as one undertaking on behalf of the State from 1st July 1900, the terms for which will be found in Appendices D and E to this report.

Appendix 7.  
History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
		Miles.	Miles.
9 (a)	Great Indian Peninsula—concl'd. (5' 6" gauge).		
	Brought forward	1,357·62	Brought forward 1,357·62
			DOUBLE—NORTH-EAST LINE—
			Victoria terminus to Bori
			Bandar . . . . . 1-1-82 0·19
			Bori Bandar to Thána . . 18-4-53 20·54
			Thána to Kalyán . . . . 1-5-54 12·65
			Kalyán to Vásind . . . . 22-10-66 16·15
			Vásind to Atgaon . . . . 20-2-67 9·65
			Atgaon to Kására . . . . 25-4-67 15·94
			Kására to Igatpuri . . . . 1-1-65 9·89
			Igatpuri to Násik . . . . 10-1-69 31·43
			Násik to Chálisgaon . . . . 10-1-69 87·24
			Chálisgaon to Kajgaon . . 10-1-69 11·86
			Kajgaon to Páchora . . . . 17-3-69 16·05
			Páchora to Máheji . . . . 27-5-69 9·14
			Máheji to Bhádli . . . . 6-3-73 27·59
			Bhádli to Bhusával . . . . 6-6-73 7·84
			Bhusával to Bhusával Junc- tion . . . . . 1-7-92 1·11
			Bhusával Junction to Khand- wa (Abna Junction) . . 11-1-89 75·12
			Bágra tunnel to Towa viaduct . . . . . 1-2-70 0·74
			353·13
			DOUBLE—SOUTH-EAST LINE—
			Kalyán to Palasdhari . . 25-7-70 30·61
			Palasdhari to } Khandála } Bhore ghât { 14-5-63 13·20
			Khandála to } 14-6-58 2·61
			Lonávla }
			46·42
			DOUBLE—NÁGPUR BRANCH—
			Bhusával Junction to Nád- gaon . . . . . 11-1-89 17·72
			Nádgaon to Shegaon . . . 1-4-90 44·65
			62·37
			TOTAL DOUBLE LINE . 461·92
	Total	1,357·62	TOTAL OPEN MILEAGE . 1,357·62



DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.

**Appendix 7.**  
History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year

Class: No.	Name of line and mileage sanctioned	Total mile- age.	Date of opening for public traffic.														
22 (c)	<p>Guntakal-Mysore frontier— (3' 3½" gauge).</p> <p>Guntakal (234·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier . . .</p>	<p>Miles.</p> <p>119·50</p>	<table><tr><td>Guntakal to Dharmavaram—</td><td></td><td>Miles.</td></tr><tr><td>For goods traffic . . .</td><td>1-3-92</td><td rowspan="2">} 62·95</td></tr><tr><td>For passenger traffic . . .</td><td>10-6-92</td></tr><tr><td>Dharmavaram to Hindúpur . . .</td><td>23-4-93</td><td>49·28</td></tr><tr><td>Hindúpur to Mysore frontier . . .</td><td>17-9-93</td><td>7·27</td></tr></table> <p>TOTAL OPEN MILEAGE 119·50</p>	Guntakal to Dharmavaram—		Miles.	For goods traffic . . .	1-3-92	} 62·95	For passenger traffic . . .	10-6-92	Dharmavaram to Hindúpur . . .	23-4-93	49·28	Hindúpur to Mysore frontier . . .	17-9-93	7·27
Guntakal to Dharmavaram—		Miles.															
For goods traffic . . .	1-3-92	} 62·95															
For passenger traffic . . .	10-6-92																
Dharmavaram to Hindúpur . . .	23-4-93	49·28															
Hindúpur to Mysore frontier . . .	17-9-93	7·27															
9 (j)	<p>Gwalior Light— (2' 0" gauge).</p> <p>Gwalior to Sipri . . . . . * 73·81</p> <p>Gwalior to Bhind . . . . . † 52·33</p>	<p>126·14</p>	<table><tr><td>Gwalior to Sipri . . . . .</td><td>2-12-39 .</td><td>73·81</td></tr><tr><td>Gwalior to Bhind . . . . .</td><td>2-12-99 .</td><td>52·33</td></tr><tr><td colspan="2">TOTAL OPEN MILEAGE</td><td>126·14</td></tr></table>	Gwalior to Sipri . . . . .	2-12-39 .	73·81	Gwalior to Bhind . . . . .	2-12-99 .	52·33	TOTAL OPEN MILEAGE		126·14					
Gwalior to Sipri . . . . .	2-12-39 .	73·81															
Gwalior to Bhind . . . . .	2-12-99 .	52·33															
TOTAL OPEN MILEAGE		126·14															

\* Including 1·37 miles of His Highness the Maharaja of Scindia's private line.

† Including 8·06 miles of His Highness the Maharaja of Scindia's private line.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.													
<p>On the Guntakal-Dharmavaram section, the permanent-way consists of 41½lb. flat-footed steel rails, laid on steel transverse sleepers of the pea-pod pattern. The line is unfenced, except at stations. The ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include the following principal bridges:—</p> <table><tr><td></td><td>Spans.</td><td>Feet.</td></tr><tr><td>Pennér . . . . .</td><td>11</td><td>of 150</td></tr><tr><td>Thada Kalairu . . . . .</td><td>8</td><td>„ 64</td></tr><tr><td>Penna Mairu . . . . .</td><td>14</td><td>„ 64</td></tr></table> <p>On the line from Dharmavaram to Hindúpur earthwork is heavy on the Penukonda section, but the bridges are unimportant. The permanent-way is of the same description as on the Guntakal-Dharmavaram section. The length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under :</p>					Spans.	Feet.	Pennér . . . . .	11	of 150	Thada Kalairu . . . . .	8	„ 64	Penna Mairu . . . . .	14	„ 64	<p>The length between Dharmavaram and Guntakal was sanctioned in June 1889, and work was commenced almost immediately. The construction of the line was carried out principally by Government Engineers under the direction of the Chief Engineer of the South Indian Railway Company. The working was made over to the Southern Mahratta Railway Company on the 1st January 1893.</p> <p>The extension to Hindúpur was sanctioned on the 26th January 1891; this, together with the length from Guntakal to Dharmavaram, comprises the project originally known as the Hindúpur extension. In August 1891, 7·27 miles to the Mysore frontier were sanctioned. The working of the section from Dharmavaram to Hindúpur was taken over by the Southern Mahratta Railway Company on the 23rd April 1893.</p>	
	Spans.	Feet.															
Pennér . . . . .	11	of 150															
Thada Kalairu . . . . .	8	„ 64															
Penna Mairu . . . . .	14	„ 64															
SECTION OF LINE.	LENGTH OF GRADIENTS.		CURVES UNDER A RADIUS OF 1,000 FEET.														
	½ to 1 and less.	1 to 1½.	Length.	Radii.													
Guntakal to Mysore frontier— Between miles 4 a 11 2½ „ 63 . . . . .	Miles. ... ...	Miles. 26·5 ...	Mile. ... 0·07	600 feet.													
<p>The Gwalior-Sipri line will, for the most part, be laid on the berm of the Grand Trunk, Agra-Bombay Road, but at parts a new alignment is necessitated by the very heavy ghâts. The total rise, Gwalior to Sipri, is some 1,000 ft. Existing road bridges are made use of where possible. The ruling gradient is 1 in 40, and the sharpest curve in station yards 200 feet radius. The sharpest curve out of stations is 400 feet radius and this occurs but seldom, and not on the limiting grade. There are 1·17 miles on the ruling grade situated in the 18th and 19th miles. The formation width of banks is 12 feet and in cutting 13 feet. The permanent-way consists of 30lb. steel rails laid on 41lb. steel trough sleepers, Indian State Railway pattern. The line is ballasted throughout.</p> <p>The Gwalior-Bhind section is an extension of His Highness the Maharaja of Scindia's private line, 106 miles of which are made use of. The country is easy and bridging light. The ruling grade is 1 in 144 and the sharpest curve out of stations 955 feet radius. The ruling grade extends for 1·14 miles situated at mile 14. The formation width of banks is 12 feet and in cutting 13 feet. The permanent-way consists of 30lb. flat-footed steel rails laid on s&amp;sl sleepers. The line is ballasted throughout.</p>				<p>The line was sanctioned for construction in March 1897 as a famine work.</p> <p>Work on this section was started as famine relief in March 1897.</p>													

**Appendix 7.**  
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.— On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
7 (b)	<b>Hardwar-Dehra—</b> <i>(5'6" gauge).</i> Hardwar to Dehra . . . . .	Miles. 32'04	Miles. Hardwar to Dehra . . . 1-3-1900 32'04
33 (a)	<b>Howrah-Amta—</b> <i>(2' 0" gauge).</i> Telkul ghât (Howrah) to Amta . . . 27'19 Bârgachia to Jagatbalabpur ( <i>Branch</i> ) . . 1'50	28'69	Telkul ghât Howrah) to Dumjur 1-7-97 9'20 Dumjur to Bârgachia . . . 2-10-97 5'87 Bârgachia to Maju . . . 4-5-98 5'50 Maju to Amta . . . 1-6-98 6'62 <hr/> 27'19 <i>Branch—</i> Bârgachia to Jagatbalabpur . . 2-10-97 1'50 <hr/> TOTAL OPEN MILEAGE . 28'60
34 (a)	<b>Howrah-Sheakhalla—</b> <i>(2' 0" gauge).</i> Kadamtolla* Junction with the Howrah-Amta railway, 1'87 miles from Telkul ghât (Howrah) to Sheakhalla . . 17'38 Chanditala to Janai ( <i>Branch</i> ) . . . 2'37	19'75	Kadamtolla to Chanditala . . 2-8-97 8'88 Chanditala to Kistrampur . . 10-9-97 3'75 Kistrampur to Sheakhalla . . 7-11-97 4'75 <hr/> 17'38 Chanditala to Janai ( <i>Branch</i> ) . . 5-5-98 2'37 <hr/> TOTAL OPEN MILEAGE . 19'75

\* Excluding the Howrah-Kadamtolla section of the Howrah-Amta railway worked over.

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line has been constructed for a single track with permanent-way of 75lb. flat-footed steel rails and deodar sleepers. Work is heavy, especially in minor bridges over the first 16 miles, after which the country is easy, except for a mile on each side of Ré Nadi. The two largest bridges are of 9 spans of 40 feet over the Motichur and of 7 spans of 60 feet over the Suswa. The ruling gradient is 1 in 75, of which there are 15 in number, aggregating 8.92 miles, and the sharpest curve 1,273 feet radius.</p>	<p>The line is being worked by the Oudh and Rohilkhand State railway on behalf of Messrs. Gillanders, Arbuthnot and Company, the Managing Agents of the Hardwar-Dehra Branch Railway Company, " Limited," under an agreement the terms of which will be found in Appendix X to Part II of the Railway Administration Report for 1896-97.</p>
<p>The permanent-way consists of steel rails, Vignole's pattern, 25lbs. to the yard, laid on cross sleepers of pynkado. There are no large bridges, but some important culverts and various minor bridges, the longest of which is 9 spans of 19 feet 6 inches at Gujerpore near Amta. The sharpest curve, sanctioned specially for the Town of Howrah, is of 144 feet radius, and the ruling gradient 1 in 100. All these grades are on the approaches to canal bridges requiring plenty of headway for boats, and none of them are over 600 feet in length. The line is ballasted throughout but not fenced.</p>	<p>The line has been constructed by the Howrah-Amta Light Railway Company, Limited. It was sanctioned for construction in March 1895. The line, with occasional diversions, the longest of which are one <math>\frac{1}{4}</math> of a mile long in the 3rd mile and another of 3 miles from Bārgachia to Munshir Hāt 16th to 19th miles, follows the Howrah-Amta road. At Bārgachia there is a branch line to Jagatbalabpur laid upon the main road. The District Board of Howrah have guaranteed a subsidy of Rs. 1,100 per mile per annum, limited to a maximum annual payment of Rs. 28,000 per annum.</p>
<p>The permanent-way consists of steel rails, Vignole's pattern, 25lbs. to the yard, laid on cross sleepers of pyinkado. There are no large bridges, and the ruling gradient (only on bridge approaches) is 1 in 100, and the sharpest curves, sanctioned specially for Howrah town, are of 144 feet radius. The line is ballasted throughout but not fenced.</p>	<p>The line was sanctioned for construction in March 1895. It has been constructed by the Howrah-Sheakhalla Light Railway Company, Limited. The line follows the Howrah-Sheakhalla road. At Chanditalah there is a branch line to Janai laid along the main road. The District Board have guaranteed a subsidy of Rs. 950 per mile per annum.</p>

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
II (c)	Hyderabad-Godavari Valley— (3' 3½" gauge). Secunderabad to Manmád . . . . .	385·23	Manmád to Jalná— For goods traffic . . . 21-10-99 } For passenger traffic . . 7-12-99 } 109·36 Jalná to Sailu . . . . 7-12-99 44·87 Sailu to Purbhani— For goods traffic . . . 25-4-00 } For passenger traffic . . 25-6-00 } 26·44 Purbhani to Nanded . . . 9-10-00 36·15 Nanded to Sivungaon— For goods traffic . . . 23-8-00 } For passenger traffic . . 9-10-00 } 17·68 Sivungaon to Basar— For goods traffic . . . 25-4-00 } For passenger traffic . . 9-10-00 } 32·89 Basar to Secunderabad— For goods traffic . . . 25-4-00 } For passenger traffic . . 16-5-00 } 117·84 TOTAL OPEN MILEAGE 385·23
8 (d)	Hyderabad-Shadipalli— (5' 6" gauge). Gidu Bandar on the Indus near Hyderabad to Shadipalli . . . . .	55·33	Gidu Bandar to Shadipalli . . 18-8-92 55·33

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																																																															
<p>The permanent-way will consist of 50lb. rails and steel and wooden sleepers.</p> <p>The steepest gradient will be 1 in 133'30 and aggregates 132'25 miles in length. The sharpest curve will have a radius of 1,432 feet.</p> <p>The following are the important bridges:—</p> <table><tr><td></td><td>Spans.</td><td>Feet.</td></tr><tr><td>Polang . . .</td><td>7</td><td>of 40</td></tr><tr><td>Gódsvari . . .</td><td>21</td><td>" 60</td></tr><tr><td>Boalsa . . .</td><td>6</td><td>" 20 arches.</td></tr><tr><td>Moodkhaid . . .</td><td>8</td><td>" 15 "</td></tr><tr><td>Astna . . .</td><td>7</td><td>" 80</td></tr><tr><td>Pandrea . . .</td><td>6</td><td>" 20 arches.</td></tr><tr><td>Thurna . . .</td><td>3</td><td>" 60</td></tr><tr><td>Poorna . . .</td><td>13</td><td>" 60</td></tr><tr><td>Narendi . . .</td><td>3</td><td>" 40</td></tr><tr><td>Rotigaon Nallah . . .</td><td>4</td><td>" 40</td></tr><tr><td>Bor Nadi . . .</td><td>3</td><td>" 40</td></tr><tr><td>Dhykoo . . .</td><td>5</td><td>" 40</td></tr><tr><td>Sivna . . .</td><td>6</td><td>" 60 and 2 span of 40'</td></tr><tr><td>Kam . . .</td><td>4</td><td>" 40</td></tr><tr><td>Sukhna . . .</td><td>5</td><td>" 40</td></tr><tr><td>Lahouki . . .</td><td>4</td><td>" 40</td></tr><tr><td>Dudhna I . . .</td><td>6</td><td>" 40</td></tr><tr><td>Dudhna II . . .</td><td>{ 3</td><td>" 100</td></tr><tr><td></td><td>{ 1</td><td>" 40</td></tr><tr><td>Kasoora . . .</td><td>4</td><td>" 60</td></tr></table>		Spans.	Feet.	Polang . . .	7	of 40	Gódsvari . . .	21	" 60	Boalsa . . .	6	" 20 arches.	Moodkhaid . . .	8	" 15 "	Astna . . .	7	" 80	Pandrea . . .	6	" 20 arches.	Thurna . . .	3	" 60	Poorna . . .	13	" 60	Narendi . . .	3	" 40	Rotigaon Nallah . . .	4	" 40	Bor Nadi . . .	3	" 40	Dhykoo . . .	5	" 40	Sivna . . .	6	" 60 and 2 span of 40'	Kam . . .	4	" 40	Sukhna . . .	5	" 40	Lahouki . . .	4	" 40	Dudhna I . . .	6	" 40	Dudhna II . . .	{ 3	" 100		{ 1	" 40	Kasoora . . .	4	" 60	<p>The construction of the line was sanctioned in January 1897. The terms for construction and working will be found in Appendix BB to Part II of the Railway Administration Report for 1897-98.</p>
	Spans.	Feet.																																																														
Polang . . .	7	of 40																																																														
Gódsvari . . .	21	" 60																																																														
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Dudhna II . . .	{ 3	" 100																																																														
	{ 1	" 40																																																														
Kasoora . . .	4	" 60																																																														
<p>This railway is constructed for a single line. The ruling gradient is 1 in 200, and the earthworks are light. The permanent-way is second-hand flat-footed 60lb. iron rails laid on deodar sleepers. Stone ballast is used for 29'50 miles only (in five pieces).</p> <p>There is only one curve under a radius of 1,000 feet, <i>vis.</i>, 800 feet. It occurs in the 1st mile from Gidu Bandar, and is 922 feet in length.</p>	<p>The construction of this line was sanctioned on the 5th March 1891.</p> <p>It is worked by the North Western State railway for 45 per cent. of the gross earnings, including the hire of rolling stock <i>plus</i> actual cost of maintenance and Telegraph Department charges.</p>																																																															

**Appendix 7.**  
**History of Railways.**

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
9 (f).	<b>Indian Midland—</b> <i>(5' 6" gauge).</i> <b>Main line—</b> Bhopal (57·11 miles from Itársi on the Bhopal-Itársi railway) to Jhánsi . . . . . 180·49 Jhánsi <i>via</i> Gwalior to Agra Cantonment . . . . . 135·03 <u>315·52</u> <b>Branches—</b> Jhánsi to Mánikpur (617·50 miles from Howrah on the Jubbulpore branch of the East Indian railway, ( <i>Mánikpur branch</i> )) . . . . . 180·37 Jhánsi to Cawnpore transfer sidings (684·75 miles from Howrah on the East Indian railway) ( <i>Cawnpore branch</i> ) . . . . . 135·22  Bína (143 miles from Itársi on the main line) to Saugor ( <i>Saugor branch</i> ) . . . . . 46·24 Bína (143 miles from Itársi on the main line) to the point of junction with the Bína-Gooná railway . . . . . 2·00  From joint boundary of the Indian Midland and Bhopal-Itársi railways at Bhopal to point of junction with Bhopal-Ujjain railway . . . . . 0·21 Saugor (189 miles from Itársi on the main line) to a point on the East Indian railway at or near Katni ( <i>Katni branch</i> ) . . . . . 115·71  From centre of Katni Murwara station to junction with Bengal-Nágpur railway . . . . . 0·71 Connecting link with East Indian railway at Katni Murwara from points in Indian Midland Railway main line to junction with East Indian Railway . . . . . 0·27 <u>480·73</u> Carried over 796·25		<b>Main Line—</b> Bhopal to Jhánsi . . . . . 1-1-89 180·49 Jhánsi to Gwalior . . . . . 1-3-89 60·39 Gwalior to Hetampur . . . . . 20-12-79 32·40 Hetampur to Dholpur . . . . . 15-5-81 8·55 Dholpur to Agra Cantonment 10-1-78 33·69 <u>315·52</u> <b>Branches—</b> <b>Mánikpur branch—</b> Jhánsi to Mau Ranipur . . . . . 5-6-89 39·96 Mau Ranipur to Bándá . . . . . 1-8-89 78·96 Bándá to Mánikpur . . . . . 15-2-89 61·45 <u>180·37</u>  <b>Cawnpore branch—</b> Jhánsi to Chaunrah . . . . . 1-2-88 95·00 Chaunrah to Cawnpore . . . . . 1-4-86 40·22 <u>135·22</u>  <b>Saugor branch—</b> Bína to Saugor . . . . . 5-6-89 46·24 Bína to point of junction with Bína-Gooná railway— For goods traffic . . . . . 1-5-95 } For passenger traffic 23-9-95 } 2·00 Bhopal to point of junction with Bhopal-Ujjain railway— For goods traffic . . . . . 11-11-95 } For passenger traffic 11-4-96 } 0·21  <b>Katni branch—</b> Saugor to Damoh . . . . . 26-3-98 47·83 Damoh to Katni . . . . . 1-1-99 67·88 From centre of Katni Murwara station to junction with Bengal-Nágpur railway . . . . . 1-1-99 0·71
	Carried over		Carried over 795·98



## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Appendix 7.  
History of Railways.

Details of construction.	REMARKS.																																																																	
<p>The main line and branches are constructed for a single line with flat-footed steel rails, 80lbs. to the yard, and oval pot sleepers weighing 92lbs. each bowl, excepting the line from Cawnpore to the south bank of the Jumna river near Kálpi where the rails are 75lbs. to the yard, double-headed, laid on Denham-Olphert's sleepers, with 20 feet width formation. There were no engineering difficulties on this section.</p> <p>From Bhopal to Jhānsi the ruling gradient is 1 in 200, aggregating 74·83 miles in length and from Jhānsi to Cawnpore 1 in 100, of which there are four in number, aggregating 541 miles in length.</p> <p>The chief bridges are—</p> <table><tr><td></td><td>Spans.</td><td>Feet.</td></tr><tr><td>Betwa (Markrari)</td><td>9 of</td><td>150</td></tr><tr><td>Narain</td><td>4 „</td><td>150</td></tr><tr><td>Bina</td><td>4 „</td><td>150</td></tr><tr><td>Keotan</td><td>5 „</td><td>100</td></tr><tr><td>Newan</td><td>8 „</td><td>60</td></tr><tr><td>Betwa (Bhilsa)</td><td>4 „</td><td>100 and 5 of 75</td></tr></table> <p>From Jhānsi to Gwalior the ruling gradient is 1 in 150, of which there are nine in number, aggregating 10·63 miles in length. There are heavy rock cuttings in the Antri pass and a bridge of 9 spans of 100 feet and 1 of 6 feet over the Sindh river.</p> <p>From Jhānsi to Mánikpur the steepest gradient is 1 in 125, of which there are seven in number, aggregating 521 miles in length.</p> <p>From Saugor to Katni, the ruling gradient, <i>against</i> the coal traffic, is 1 in 200 and <i>with</i>, 1 in 100. There are thirty-two of the former grades, aggregating 47·29 miles and four of the latter, aggregating 6·17 miles.</p> <p>The line is laid with 80lb. steel rails on cast-iron pot sleepers. The important bridges are those over the Bewas river (3-100 feet), Scnar (8-100 feet). Kopra (4-100 feet), Bearmi (11-100 feet) and the Bhoja Kho viaduct (5-100) feet spans with 30 feet arched approaches.</p> <p>There are heavy rock cuttings at the 16th, 18th and the 65th to 85th mile from Saugor.</p> <p>Fencing has been erected through Saugor Cantonments and at Damoh and Katni Murwara station only.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The line is fenced throughout, except between Bānda and Jhānsi on the Jhānsi-Mánikpur section.</p> <p>The principal bridges are—</p> <table><tr><td></td><td>Spans.</td><td>Feet.</td></tr><tr><td>Betwa (Sujanpura)</td><td>13 of</td><td>150 and 1 of 60</td></tr><tr><td>Dhassan (Mau)</td><td>13 „</td><td>100</td></tr><tr><td>Ken</td><td>1 „</td><td>250 and 12 of 100</td></tr><tr><td>Bagain</td><td>8 „</td><td>100</td></tr><tr><td>Borwa</td><td>1 „</td><td>100 and 4 of 40</td></tr><tr><td>Paisuni</td><td>4 „</td><td>100</td></tr><tr><td>Ohan</td><td>1 „</td><td>100 and 4 of 40</td></tr></table> <p>The Jumna bridge at Kálpi, 10 spans of 250 feet, is the only important work between Cawnpore and Jhānsi. It was finished in November 1887. The piers and abutments are built of sufficient width to take a second line of rails.</p> <p>The only important works on the Bina-Saugor branch are the heavy cuttings at Banhat and the Dhassan bridge (4 spans of 100 feet). There is also a grade of 1 in 100—the steepest on the line—for a length of 3·37 miles.</p>		Spans.	Feet.	Betwa (Markrari)	9 of	150	Narain	4 „	150	Bina	4 „	150	Keotan	5 „	100	Newan	8 „	60	Betwa (Bhilsa)	4 „	100 and 5 of 75		Spans.	Feet.	Betwa (Sujanpura)	13 of	150 and 1 of 60	Dhassan (Mau)	13 „	100	Ken	1 „	250 and 12 of 100	Bagain	8 „	100	Borwa	1 „	100 and 4 of 40	Paisuni	4 „	100	Ohan	1 „	100 and 4 of 40	<p>On the 2nd October 1885 the Indian Midland Railway Company, Limited, entered into a contract with the Secretary of State for the construction of this line which embraces the original projects for the Bhopal-Jhānsi-Cawnpore, the Jhānsi-Gwalior, and the Jhānsi-Mánikpur railways, with the section from Bina to Saugor of the Biláspur-Etáwa State railway.</p> <p>The contract also provides for the extension from Saugor to a point on the East Indian railway near Katni. Sanction was given to the construction of this line in December 1895.</p> <p>Work was started on the several sections of the Indian Midland railway on the dates given below:</p> <table><tr><td>Cawnpore-Kálpi</td><td>Oct. 1884</td></tr><tr><td>Kálpi-Jhānsi</td><td>Jan. 1886</td></tr><tr><td>Bhopal-Bhilsa</td><td>Mar. 1886</td></tr><tr><td>Bhilsa-Básoda</td><td>Apl. 1886</td></tr><tr><td>Jhānsi-Lalitpur</td><td>May 1886</td></tr><tr><td>Básoda-Lalitpur</td><td>June 1886</td></tr><tr><td>Jhānsi-Gwalior</td><td>Aug. 1886</td></tr><tr><td>Bina-Saugor</td><td>Aug. 1887</td></tr><tr><td>Saugor-Damoh</td><td>Dec. 1895</td></tr><tr><td>Damoh-Katni</td><td>Jan. 1896</td></tr></table> <p>The Jhānsi-Mánikpur section was originally sanctioned on the 23rd August 1883, but work was stopped on the 31st March 1885. A revised estimate was sanctioned on the 25th January 1886, and work was resumed about that date.</p> <p>The length, 200 miles, from the Bina station to the point of Junction with the Bina-Goonā railway, was sanctioned for construction on the 5th June 1893, and that from the joint boundary of the Indian Midland and the Bhopal-Itársi railways at Bhopal to the point of junction with the Bhopal-Ujjain railway, 0·21 mile, on the 7th July 1894.</p> <p>The Indian Midland and Great Indian Peninsula railways systems have been amalgamated and worked as one undertaking on behalf of the State from 1st July 1900, terms for which will be found in Appendices D and E of this report.</p>	Cawnpore-Kálpi	Oct. 1884	Kálpi-Jhānsi	Jan. 1886	Bhopal-Bhilsa	Mar. 1886	Bhilsa-Básoda	Apl. 1886	Jhānsi-Lalitpur	May 1886	Básoda-Lalitpur	June 1886	Jhānsi-Gwalior	Aug. 1886	Bina-Saugor	Aug. 1887	Saugor-Damoh	Dec. 1895	Damoh-Katni	Jan. 1896
	Spans.	Feet.																																																																
Betwa (Markrari)	9 of	150																																																																
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Bhilsa-Básoda	Apl. 1886																																																																	
Jhānsi-Lalitpur	May 1886																																																																	
Básoda-Lalitpur	June 1886																																																																	
Jhānsi-Gwalior	Aug. 1886																																																																	
Bina-Saugor	Aug. 1887																																																																	
Saugor-Damoh	Dec. 1895																																																																	
Damoh-Katni	Jan. 1896																																																																	

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

Note—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles	Miles.	Miles
9 (f)	Indian Midland— <i>concluded</i> . (5' 6" gauge).  Brought forward . . . 796·25  TOTAL . . . 796·25		Brought forward . . . 795·98  Connecting link with East Indian railway at Katni Murwara from points in Indian Midland Railway main line to junction with East Indian railway . 1-1-99 0·27  TOTAL OPEN MILEAGE . . . 796·25
10 (m)	Jaipur—  (3' 3½" gauge). Sanganer to Siwai Madhopur in the Jaipur state . . . . .	72·85	
8 (e)	Jammu and Kashmir—  (5' 6" gauge). Frontier of the Kashmir State to the left bank of the Tawi river near Jammu . . . . .	15·92	Frontier of the Kashmir State to the left bank of the Tawi river 15-3-90 15·92
21 (b)	Jamnagar—  (3' 3½" gauge). Rájkot Junction with the Bhávnagar-Gondal-Junágad-Porbandar and Morvi railways (46·23 miles from Jetalsar on the Jetalsar-Rájkot railway) to Jámnnagar . . . . .	*54·28	Rájkot Junction to Jámnnagar . 8-4-97 50·29 Jámnnagar to Bedi Bandar— For goods traffic . . . . 8-4-97 3·99 TOTAL OPEN MILEAGE . . . 54·28

\* Including 3·99 miles of dock estate lines.

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The late Sindia State railway, which now forms a part of the Indian Midland railway, extends from Agra Cantonment to Gwalior. The track was originally laid with iron rails 62 lbs. to the yard on transverse deodar sleepers; the latter from time to time as they deteriorated have been renewed with Indian Midland railway pot sleepers. Up to the end of 1899 the Company have also relaid 43·46 miles of track with Indian Midland railway steel rails 80lbs. to the yard.</p> <p>The principal work on this section is the bridge over the Chambal river which consists of 12 spans of 186 feet each and 2 spans of 136 feet each.</p> <p>The ruling gradient is 1 in 151·50, of which there are three in number, aggregating 3·60 miles in length.</p>	
<p>The permanent-way as at present proposed will consist of 41½lb. rails and creosoted pine sleepers; and the ballast of broken stone or kunkur as found most economical.</p> <p>The ruling gradient will be 1 in 200 situated between Sanganer station and mile 4·20.</p> <p>The sharpest curve on the line will be of 2° compensated aggregating 0·59 mile in length.</p>	<p>The line was sanctioned in December 1897, and the commencement of work in February 1898. The funds for its construction will be supplied by the Jaipur State.</p>
<p>This line has been constructed according to standard dimensions.</p> <p>The rails are 75lb. flat-footed. The sleepers are of deodar, except where there are dips in the road to pass surface floods: steel transverse sleepers have been used in such places. There are about 1,900 sleepers to the mile. The ballast used is of stone throughout and of excellent quality.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>Sanction was given to the construction of this line on the 25th February 1888.</p> <p>The line has been constructed by the Kashmir Darbar, by whom also the capital was provided.</p> <p>It is maintained and worked by the North Western State railway under an agreement the terms of which will be found in Appendix AA to part II of the Railway Administration Report for 1898-99.</p>
<p>The permanent-way consists of 41½lb. steel flat-footed rails laid on creosoted pine and deodar sleepers. The steepest gradient is 1 in 100 for a length of 0·19 mile at mile 16 from Rajkot.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The line is unfenced, except at the approaches to the Victoria bridge, near Jámnnagar, and the south side of the Jámnnagar station yard.</p> <p>The ballast consists of moorum on banks, and of stone in cuttings.</p>	<p>This line was sanctioned in October 1893.</p> <p>Work was commenced in January 1896 and completed on the 7th April 1897.</p> <p>The line has been constructed at the expense of the Jámnnagar state by the Bhávnagar-Gondal-Junágad-Porbandar railway, and is worked by it under the direction of a Board of Control consisting of representatives of each of the proprietary states. The agreement will be found in Appendix Z to Part II of the Railway Administration Report for 1897-98.</p>

# Appendix 7. History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
21 (c)	<b>Jetalsar-Rajkot—</b> <i>(3' 3½" gauge).</i> Jetalsar Junction to Rájkot (point of junction with the Morvi railway) . . .	46'23	Jetalsar Junction to Rájkot . 12-4-93 46'23
19 (a) & (b)	<b>Jodhpur-Bikaner—</b> <i>(3' 3½" gauge).</i> Marwar Railway Junction (218'00 miles from Ahmedabad on the Rajputana- Malwa railway, <i>viá</i> Luni and Merta Road Junctions to Kucháman Road, including the new approach to Kucháman Road (374'00 miles from Ahmedabad on the Rajputana- Malwa railway) . . . 201'00 Luni Junction to Pachpadra . . . 60'00 Merta Road Junction to Bikaner . . . 103'00 ————— <i>Balotra-Jodhpur frontier section—</i> Balotra to the Jodhpur frontier in the Jodhpur state . . . . . 134'44 <i>Bikaner-Suratgarh extension—</i> Bikaner <i>viá</i> Khari to Bhatinda in the Bikaner state . . . . . 201'74	364'00	Marwar railway Junction to Marwar Pali— For goods traffic . . . 24-6-82 } 19'00 For passenger traffic . 27-7-82 } Marwar Páli to Luni Junc- tion . . . . . 17-6-84 25'00 Luni Junction to Jodhpur . . 9-3-85 20'00 Jodhpur to Merta Road . . . 8-4-91 64'00 Merta Road to Kucháman Road . . . . . 13-3-93 73'00 Luni Junction to Pachpadra 22-3-87 60'00 Merta Road to Nágour . 16-10-91 35'00 Nágour to Bikaner . . . 9-12-91 68'00 Bikaner to Dulmera . . . 2-6-98 42'00 Balotra to Barmer . . . 15-5-99 60'00 Barmer to Jodhpur Frontier 22-12-00 74'44
	<b>TOTAL</b> .	<b>700'18</b>	<b>TOTAL OPEN MILEAGE</b> . 540'44

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The permanent-way consists of 41½lb. rails, laid partly on steel trough and partly on creosoted pine sleepers. The ballast used is of broken stone. The steepest gradient is 1 in 67 for a length of about 0·07 mile between mileages 4 and 5 from Jetalsar, about a third of the line being on a grade of 1 in 200. There is also a small curve (about 0·01 mile long) under a radius of 1,000 feet, <i>vis.</i>, 955 feet between mileages 45 and 46 from Jetalsar.</p> <p>The line is unfenced, except between Rájkot Para and Rájkot Junction.</p>	<p>The construction of this line was sanctioned in February 1892.</p> <p>The line has been constructed for the Native States by the Bhávnagar-Gondal-Junágad-Porbandar railway and is worked by it under the direction of a Board of Control consisting of representatives of each of the proprietary states.</p>
<p>This is mainly a surface line and the works are very light. Excepting the length between Marwar Junction and Jodhpur, the permanent-way consists of 36lb. steel rails mostly laid on steel trough sleepers. From Jodhpur to Marwar Páli the line was originally laid with old 36lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers, while the former are now being gradually replaced by 41½lb. steel rails.</p> <p>Beyond Marwar Páli second-hand rails were originally laid on creosoted pine sleepers, which have for the most part been renewed by deodar, except for the last 3 miles, where a new approach has been lately constructed with new 41½lb. steel rails laid on steel sleepers.</p> <p>The line between Balotra and Barmer is laid on 50lb. steel rails and steel sleepers. Permanent-way between Luni Junction and Balotra is being relaid by similar rails and pine sleepers.</p> <p>The line is thoroughly ballasted throughout. On the greater portion of the line the ballast consists of coarse sand and small kunkur; but on the Merta Road Kucháman Road section it is chiefly broken stone, marble and kunkur.</p> <p>There is a telegraph line on the entire length, except from Balotra to Pachpadra and from Bikaner to Dulmera.</p> <p>With the exception of a few stations, the line is practically unfenced.</p> <p>There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient is 1 in 150, of which there are 39 in number aggregating 18·89 miles in length.</p> <p>The permanent-way on the Bickaner-Suratgarh extension consists of 36lb. steel rails and deodar and steel trough sleepers weighing 69lbs each.</p> <p>The ruling gradient is 1 in 150, of which there are 38 in number, aggregating 15·73 miles in length.</p>	<p>The line has been constructed at the expense of, and is worked by, the Jodhpur and Bikaner states. The section up to Luni Junction was sanctioned in 1883 and the extension to Jodhpur in 1884.</p> <p>The line from Jodhpur to Bikaner was sanctioned in 1890.</p> <p>The Luni-Pachpadra section was sanctioned in 1885 and that from Merta Road to Kuchaman Road in July 1891.</p> <p>On the completion of the line to Bikaner the name "Jodhpur-Bikaner railway" was given to the entire system.</p> <p>Sanction to construct the Shadipalli-Balotra railway was given in August 1897. The Balotra-Jodhpur frontier section has been constructed by the Jodhpur Durbar.</p> <p>The Bikaner-Dulmera extension was sanctioned for famine relief purposes in December 1895. Work was commenced on the 26th February 1896. The Dulmera-Suratgarh section was sanctioned in December 1897.</p> <p>The Suratgarh-Bhatinda section was sanctioned in July 1899.</p>

### *History of Railways constructed and in progress*

**Note**—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
33 (a)	<p><b>Jorhát—</b> (2' 0" gauge).</p> <p><b>Main line—</b> Gosáigáon to Titábar . . . . . 20'25 Alternative cold weather section to steamer ghât . . . . . 2'75</p> <p><b>Mariani branch—</b> Chenimara to Mariani . . . . . <u>7'00</u></p> <p style="text-align: right;"><b>TOTAL</b> . . . . .</p>	<p>30'00</p>	<p><b>Main line—</b> Gosáigáon to Jorhát— For goods traffic . 15-12-84 } For passenger traffic . 17-10-85 } 9'00</p> <p>Jorhát to Dhali river— For goods traffic . 15-12-84 } For passenger traffic . 26-2-88 } 9'50 Dhali river to Titábar . 16-7-87 1'75 Alternative cold weather section to steamer ghât 25-11-89 2'75 <u>21'00</u></p> <p><b>Mariani branch—</b> Chenimara Junction to Mariani— For goods traffic . 7-1-85 } For passenger traffic . 26-2-88 } 7'00 <u>—</u></p> <p style="text-align: right;"><b>TOTAL OPEN MILEAGE</b> . 30'00</p>
1 (f)	<p><b>Kalka-Simla—</b> (2' 0" gauge).</p> <p>Kalka to Simla . . . . . 58'00</p>	<p>58'00</p>	
24(c)	<p><b>Karaikkal-Peralam—</b> (3' 3½" gauge).</p> <p>Peralam (186'58 miles from Madras on the Máayavaram-Mutupet railway) to the French port of Káraikkal . . . . . 14'65</p>	<p>14'65</p>	<p>Peralam to Káraikkal . . . 14-3-98 14'65</p>

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Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>This line, excepting the alternative cold weather section, is laid with steel rails, 18lb. to the yard, Vignole's pattern, on uriam sleepers. The extension to Titabar and the branch to Mariani are laid on the existing roads. The alternative cold weather section from Gosaigaon to the steamer ghat is laid with steel rails, 14lb. to the yard, Fowler's patent.</p> <p>The steepest gradient is 1 in 190.</p> <p>The sharpest curve has a radius of 480 feet and is 468 feet in length.</p>	<p>This line was constructed out of provincial revenues for the convenience of the numerous tea gardens in the neighbourhood of Jorhat. The extension to Titabar, with a branch along the Hatigarh Ali to Mariani, was sanctioned on the 13th September 1883.</p>
<p>The permanent-way will be 41lb. steel flat-bottomed rails on wooden sleepers with a ruling grade of 3 per cent. occurring frequently throughout the whole length.</p>	<p>The line is being constructed by the Kalka-Simla Railway Company, Limited, under an agreement, the terms of which will be found in Appendix X to Part II of the Railway Administration Report for 1898-99.</p> <p>Construction of the Kalka-Dharmore section was sanctioned on the 22nd March 1900 and work is in progress. Detailed surveys of sections north of Dharmore are still in hand.</p>
<p>The line traverses an easy country partly in British and partly in French territory.</p> <p>There is no water-way of any importance, and the only large bridge is one of 3 spans of 25-foot girders over the river Wanjiar.</p> <p>The rails are of steel flat-footed, 41½lb. to the yard, laid on pyinkado sleepers.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The construction of this line, which was sanctioned in July 1895, was carried out by the South Indian Railway Company from funds provided by the French Government and is worked through the agency of that Company.</p>

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
9 (d)	<p><b>Khamgaon—</b> <i>(5' 6" gauge).</i></p> <p>Jalamb Junction [331·81 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Khámgaon . .</p>	7·55	<p>Jalamb to Khámgaon . . . 4·3·70 7·55</p>
8 (h)	<p><b>Khushalgarh-Kohat-Thal—</b> <i>(2' 6" gauge).</i></p> <p>Khushálgarh <i>via</i> Kohat to Thal . .</p>	88·12	
12 (b)	<p><b>Kolar Gold-fields—</b> <i>(5' 6" gauge).</i></p> <p>Bowringpet (175·46 miles from Madras on the Madras railway) to Marikuppam . . . . .</p>	10·00	<p>Bowringpet to Marikuppam . . 1-6-94 10·00</p>
22 (f)	<p><b>Kolhapur—</b> <i>(3' 3½" gauge).</i></p> <p>Kolhápúr to Miraj (159·98 miles from Poona on the Poona branch of the Southern Mahratta railway) . . .</p>	29·07	<p>Kolhápúr to Miraj . . . 21-4-91 29·07</p>



## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.						
<p>The line is constructed for a single track with a formation of 16 feet.</p> <p>It was originally laid with 57lb. flat-footed rails on cast-iron pots, but in 1895 the whole of these were removed and replaced with second-hand Great Indian Peninsula railway 68 lb. iron rails and cast-iron pot sleepers.</p> <p>One quarter of the line is ballasted with broken stone, and the rest with gravel.</p> <p>The sharpest curve on this line has a radius of 990 feet; it is 0·27 mile long and is situated between 0 and 0·50 mile.</p> <p>The steepest gradient, which occurs between miles 5 and 6, is 1 in 96 for a length of 0·23 mile.</p> <p>About 1·26 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced.</p>	<p>The dates of order for survey and construction are as follows:</p> <table> <tr> <td><i>Date for survey.</i></td><td><i>Dates for construction.</i></td></tr> <tr> <td>8th April 1870.</td><td>7th June 1869. 11th June 1870.</td></tr> </table> <p>this branch has been constructed from the surplus revenues of the Berars, with a view to facilitate the transport of cotton from the marts of Khámgaon. It is worked by the Great Indian Peninsula Railway Company.</p>	<i>Date for survey.</i>	<i>Dates for construction.</i>	8th April 1870.	7th June 1869. 11th June 1870.		
<i>Date for survey.</i>	<i>Dates for construction.</i>						
8th April 1870.	7th June 1869. 11th June 1870.						
.....	This line was sanctioned for construction on the 31st October 1900.						
<p>The permanent-way consists of Madras railway second-hand double headed 75lb. iron rails laid on new cast-iron (Greave's) pot sleepers, but in consequence of the excessive wear due to the heavy traffic passing over this branch, the iron rails are gradually being replaced by 75 lb. steel rails.</p> <p>The ruling gradient is 1 in 66·67 and the sharpest curve of a radius of 1,685 feet. The gradients of <math>\frac{1}{81}</math> to <math>\frac{1}{80}</math> are of a length of 4·66 miles, and those of <math>\frac{1}{81}</math> to <math>\frac{1}{100}</math> of a length of 2·04 miles.</p>	<p>The line was sanctioned for construction in July 1892. It is being worked by the Madras Railway Company under an agreement the terms of which will be found in Appendix K to Part II of the Railway Administration Report for 1896-97.</p>						
<p>This line is constructed for a single track. The rails are steel, 41½ lb. to the yard, laid on steel sleepers. The ruling gradient is 1 in 100—11·03 miles being on this grade.</p> <p>There are no curves under a radius of 1,000 feet,</p> <p>The following important rivers are crossed:</p> <table> <tr> <td>Kistna,</td><td>14 spans of 60-foot girders.</td></tr> <tr> <td>Panchganga,</td><td>10 „ 60 „ „</td></tr> <tr> <td>Udgaum Nalla,</td><td>10 „ 60 „ „</td></tr> </table>	Kistna,	14 spans of 60-foot girders.	Panchganga,	10 „ 60 „ „	Udgaum Nalla,	10 „ 60 „ „	<p>The commencement of work was authorised in February 1888.</p> <p>The necessary funds were provided by the Kolhápúr Durbar, and the line is worked by the Southern Maharashtra Railway Company under a special agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1891-92.</p>
Kistna,	14 spans of 60-foot girders.						
Panchganga,	10 „ 60 „ „						
Udgaum Nalla,	10 „ 60 „ „						

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
14 (b)	<p><b>Ledo and Tikak-Margherita Colliery—</b></p> <p>(3' 3½" gauge).</p> <p><i>Main line—</i></p> <p>Dihing bridge, junction with the Dibru-Sadiya railway, to Ledo, including Namdang branch.</p>	<p>Miles.</p> <p>Miles.</p> <p>7.50</p>	<p>Miles.</p> <p>Dibing bridge to Ledo, including Namdang branch.</p> <p>For coal traffic . . . 17-2-84</p> <p>For public traffic . . . 1-1-97</p> <p>7.50</p>
18 (b)	<p><b>Lucknow-Bareilly—</b></p> <p>(3' 3½" gauge).</p> <p><i>Main line—</i></p> <p>Lucknow (209 miles from Moghal Sarai, on the Oudh and Rohilkhand State railway) to Bareilly 355 miles from Moghal Sarai, on the Oudh and Rohilkhand State railway) . . . . . 198.55</p> <p>Bareilly grain siding . . . . . 1.75</p> <p><i>Dudhwa branch—</i></p> <p>Mailani (118 miles from Lucknow) to Dudhwa . . . . . 26.00</p> <p>Dudhwa to Sonaripur . . . . . 4.87</p> <p><b>TOTAL</b> . . . . .</p>	<p>Miles.</p> <p>Miles.</p> <p>200.30</p> <p>30.87</p> <p>231.17</p>	<p>Miles.</p> <p><i>Main Line—</i></p> <p>Lucknow to Sitapur . . . 15-11-86 55.00</p> <p>Sitapur to Lakhimpur . . . 15-4-87 28.50</p> <p>Lakhimpur to Gola Gokaran Náth . . . . . 15-12-87 21.50</p> <p>Gola Gokaran Náth to Pilibhit . . . . . 1-4-91 57.55</p> <p>Pilibhit to Bhoojeepura . . . 15-11-84 24.00</p> <p>Bhoojeepura to Bareilly . . . 12-10-84 12.00</p> <p>Bareilly grain siding—</p> <p>For goods traffic . . . 1-4-94 1.75</p> <p><i>Dudhwa branch—</i></p> <p>Mailani to Sarda . . . 1-1-93 15.00</p> <p>Sarda to Sohela—</p> <p>For goods traffic . . . 10-3-93 8.50</p> <p>Sohela to Sonaripur—</p> <p>For goods traffic . . . 18-3-94 7.37</p> <p><b>TOTAL OPEN MILEAGE</b> . . . . . 231.17</p>
8 (g)	<p><b>Ludhiana-Dhuri-Jakhal—</b></p> <p>(5' 6" gauge).</p> <p>Ludhiana <i>via</i> Dhuri to Jakhal . . . . .</p>	<p>Miles.</p> <p>79.61</p>	

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The main line is laid with 41½ lb. rails and sleepers of uriam, and is more than three-fourths ballasted. The steepest gradient is 1 in 70 and is 526 feet in length. The sharpest curve has a radius of 600 feet. The Namdang bridge, the most important on the line, is of 5 spans of 24 feet.</p> <p>The Namdang branch is laid throughout with new 50 lb. rails on uriam sleepers. It is unballasted. The steepest gradient is 1 in 86 for 1,425 feet, of which the last 300 feet is on a curve of 1,000 feet radius.</p>	<p>This colliery branch line was constructed in 1883 under sanction of a concession granted in an Indenture made with the Secretary of State for India on 30th July 1881, and has been used for the purpose of bringing coal from the mines on the south bank of the Dihing river to connect with the Dibru-Sadia railway. The working of the line was taken over by the Dibru-Sadia railway from the 1st January 1897 under the terms recorded as Appendix II to Part II of the Railway Administration Report for 1896-97.</p>
<p>The country traversed is flat, and there have been no engineering difficulties. The line is laid for a single track principally with 41½ lb. steel rails, with the exception of the old Oudh and Rohilkhand railway 60 lb. steel rails between Daliganj and Lucknow Junction, and sal, asina and deodar sleepers. The Bareilly-Pilibhit section is ballasted throughout. There is no fencing, except near Lucknow and on the Shahamatganj branch, and at stations.</p> <p>The only bridges of any magnitude are these over the Gumti at Lucknow and the Deoha at Pilibhit.</p> <p>Only a few miles of fencing has been provided in this section, chiefly at stations and level-crossings.</p> <p>A floating iron pontoon bridge, 450 feet long, has been provided for crossing the Sardah river on the Dudhwa branch. This bridge, with a temporary wooden pile bridge of varying length in different years enables trains to cross that river during the dry season.</p> <p>The steepest gradients on this line are situated on the Dudhwa branch and are as noted below:—</p> <p> <math>\frac{1}{81}</math> to <math>\frac{1}{80}</math> . . . . 1.57 miles.  <math>\frac{1}{81}</math> to <math>\frac{1}{100}</math> . . . . 1.17 „ </p> <p>A curve under a radius of 1,000 feet occurs between Lucknow Junction and Lucknow City, the length of which is 0.63 mile.</p>	<p>The sanction of the Secretary of State to the commencement of work on the Lucknow-Gola Gokaran Náth section was received on the 8th October 1884, and orders for construction issued on the 13th November 1884.</p> <p>The line from Gola Gokaran Náth to Pilibhit was sanctioned by the Government of the North-Western Provinces and Oudh on the 27th December 1889.</p> <p>Orders for the construction of the first 4.62 miles from Bareilly were issued on the 17th March 1882, and for the remaining portion of the Bareilly-Pilibhit section on the 24th February 1883. The point of junction with the Rohilkund and Kumaon Railway Company's system has been established at Bhojepura 12 miles from Bareilly.</p> <p>The length from Mailáni to Pilibhit (41.75 miles), which was closed to traffic on the 5th July 1891, was permanently re-opened on the 25th October 1891.</p> <p>The Bareilly grain siding was sanctioned for construction on the 24th March 1892.</p> <p>The Dudhwa branch (Mailáni to Dudhwa), which is a fair weather line, was sanctioned for construction on the 3rd December 1890, and the extension to Sonaripur on the 2nd November 1893.</p> <p>The Lucknow-Gola-Gokaran Náth and the Pilibhit-Bareilly sections, which were previously worked by the Oudh and Rohilkhand railway and by the Rohilkund and Kumaon Railway Company, respectively, were made over, together with the Gola Gokaran Náth-Pilibhit section to the latter Company on the 1st January 1891. These sections now form one line called the Lucknow-Bareilly section of the Rohilkund and Kumaon railway. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.</p>
<p>The ruling gradient is 1 in 250 of which there are two in number aggregating 1.61 miles in length. There are no curves under a radius of 1000 feet.</p> <p>The permanent-way will consist of standard 75lb. flat-footed steel rails with new fastenings on new deodar sleepers and brick ballast. The line will be fenced round station yards and at some of the more important level-crossings.</p>	<p>The line will be constructed and worked by the North-Western State railway on behalf of the Maler Kotla and Jhindh Darbars who will provide funds for its construction. The agreement was executed on the 6th September 1899 and will be found in Appendix CC to Part II of the Railway Administration Report for 1899-1900.</p>

# Appendix 7. History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
12 (a)	<b>Madras—</b> (5' 0" gauge). <b>South-west line—</b> <b>Main line—</b>		<b>South-west line—</b> <b>Main line—</b>
		Miles. Miles.	Miles.
	Madras to Veyasarpady Junction . . . . .	2'16	Madras to Veyasarpady . . . . . 7-4-73 2'16
	Veyasarpady Junction to Arkonam Junction . . . . .	40'25	Veyasarpady to Arcot . . . . . 1-7-56 63'22
	Arakonam Junction to Calicut . . . . .	370'73	Arcot to Katpadi . . . . . 7-5-57 14'96
		413'14	Katpadi to Gudiyattam . . . . . 19-5-58 15'36
			Gudiyattam to Ambur . . . . . 16-1-60 17'01
			Ambur to Vaniyambadi . . . . . 1-2-60 9'98
			Vaniyambadi to Tiruppattur . . . . . 23-5-60 14'19
			Tiruppattur to Salem . . . . . 1-2-61 69'98
<b>Branches—</b>		Salem to Sankaridrug . . . . . 1-12-61 23'68	
Veyasarpady Junction to Rayapuram (Rayapuram branch) . . . . .	2'16	Sankaridrug to Podanur . . . . . 12-5-62 71'18	
Rayapuram to Beach . . . . .	1'03	Podanur to Pattambi . . . . . 14-4-62 64'96	
Walajah Road (Arcot) to Ranipet . . . . .	4'17	Pattambi to Kuttippuram . . . . . 23-9-61 11'50	
<b>Bangalore branch—</b>		Kuttippuram to Tirur . . . . . 1-5-61 9'39	
Jalarpet Junction (132 miles from Madras) to Bangalore Cantonment . . . . .	84'37	Tirur to Kadalundi . . . . . 12-3-61 16'31	
Bangalore Cantonment to Bangalore City . . . . .	3'05	Kadalundi to Calicut . . . . . 2-1-88 9'26	
	87'42		
Podanur Junction (301'72 miles from Madras to Mettupalaiyam at the foot of the hills (Nilgiri branch) . . . . .	25'75	<b>Branches—</b> 413'14	
Olavakkot (332'07 miles from Madras) to Palghat town (Palghat branch) . . . . .	2'47	Rayapuram branch—	
Calicut to Azhikal . . . . .	59'75	Veyasarpady to Rayapuram . . . . . 1-7-56 2'16	
	182'75	Rayapuram to Beach . . . . . 22-1-00 1'03	
		Walajah Road (Arcot) to Ranipet . . . . . 17-4-99 4'17	
		<b>Bangalore Branch—</b> 7'36	
		Jalarpet Junction to Bangalore Cantonment . . . . . 1-8-64 84'37	
		Bangalore Cantonment to Bangalore City . . . . . 1-7-82 3'05	
		<b>Nilgiri branch—</b>	
		Podanur Junction to Coimbatore . . . . . 1-2-73 3'78	
		Coimbatore to Mettupalaiyam . . . . . 31-8-73 21'97	
		<b>Palghat branch—</b>	
		Olavakkot to Palghat . . . . . 2-1-88 2'47	
		<b>North-west line—</b>	
		<b>Main line—</b>	
		Arkonam to Nagari . . . . . 4-3-61 17'27	
		Nagari to Puttur . . . . . 8-12-61 9'59	
		Puttur to Renigunta . . . . . 15-9-62 14'46	
		Renigunta to Reddipalle . . . . . 1-10-64 38'02	
		Reddipalle to Cuddapah . . . . . 1-9-65 39'59	
		Cuddapah to Muddanuru . . . . . 1-8-66 34'31	
		Muddanuru to Tadpatri . . . . . 1-9-68 32'07	
		Tadpatri to Gooty . . . . . 1-8-69 29'72	
		Gooty to the Tungabhadra river . . . . . 12-12-70 75'33	
		Tungabhadra to Raichur . . . . . 51-3-71 17'92	
		<b>Double south-west line—</b> 308'28	
		Madras to Veyasarpady Junction . . . . . 7-4-73 2'16	
		Veyasarpady Junction to Perambur . . . . . 7-2-74 1'30	
		Perambur to Avadi . . . . . 1-5-77 9'54	
		Avadi to Tiruvallur . . . . . 20-7-77 12'89	
		Tiruvallur to Arkonam . . . . . 28-8-77 16'52	
		<b>Total double line . . . . . 42'41</b>	
		<b>TOTAL OPEN MILEAGE . . . . . 844'42</b>	
	<b>Total . . . . . 904'17</b>		

DIX 7—continued.  
on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

it has not been possible to bring this statement fully up to date.

Details of construction.		REMARKS.	
<p>The cuttings and embankments except on the double line, are for a single track; but the foundations and superstructure of bridges and viaducts are for a double way, except on the Nilgiri and Palghat branches, the Calicut extension, and, in a few isolated instances, on the main line. The iron rails, which vary in weight from 65 lb. to 84 lb. to the yard, are laid on iron pot sleepers. The renewals of these up to 189th mile were carried out with double-headed steel rails 20 feet and 30 feet long weighing 75 lb. to the yard, but this type has been discontinued, and bull headed steel rails 30 feet long and weighing 76 lb. to the yard are now used.</p> <p>The section between Madras and Arkonam, 42'41 miles, is double.</p> <p>The south-west line was originally laid with sleepers of indigenous woods; but an experiment was made of using stone blocks, 2' x 2' x 1', as sleepers. As the experiment proved unsatisfactory, the blocks were all removed in 1857.</p> <p>Jungle wood sleepers were found to be very short-lived; and in 1861 it was decided to replace them by Greaves' patent cast-iron bowl sleepers; the alteration has proved to be economical and in every way satisfactory. Cast-iron bowl sleepers (each 112 lb.) of an improved and stronger design, with steel bull-headed rails 76 lb. to the yard and 30 feet in length, and a heavier type of plate, are now being introduced.</p> <p>The whole line is fenced.</p> <p>There are no curves under a radius of 1,000 feet. The statement below shows the length and situation of gradients up to 1 in 100:—</p>		<p>Work was commenced on the south-west line on the 9th June 1853. The main line originally commenced at Rayapuram, but on the opening of the length between Veyasarpady Junction and the Central Station this became a portion of the main line, and the old line from the junction to Rayapuram was then treated as a branch.</p> <p>The extension of the south west line from near Beypore to Calicut was sanctioned in August 1884. This extension has cost about 19 lakhs of rupees, of which 1½ lakhs have been paid by the local authorities in consideration of the large bridges being made available for ordinary traffic.</p> <p>The line takes off at 1'89 miles short of Beypore, which length, together with the Beypore station, has been abandoned.</p> <p>The following are the dates of sanction of the remaining sections of the south-west line, including branches:—</p> <p>Madras to Veyasarpady . April 1868. Veyasarpady to Arkonam . Between July 1853 and Feb. 1854. Arkonam to Kadalundi . Between Feb. 1854 and May 1857. Rayapuram branch . . July 1853. Bangalore " . . 1862 and Mar. 1881. Nilgiri " . . 17th Aug. 1870. Palghat " . . 4th Jan. 1887. Ranipet " . . 9th Dec. 1897. Azhikhal " . . 6th May 1897.</p> <p>The line from Bangalore Cantonment to Bangalore City was constructed as a part of the Mysore State railway, but was subsequently made over to the Madras Railway Company.</p> <p>The Bellary branch, from Guntakal Junction to Bellary, was purchased by, and handed over to, the Southern Mahratta Railway Company on the 1st February 1887.</p> <p>The dates of sanction of the various sections of the north-west line are as follows:—</p>	
Section of line.	Length of gradients.		
	1 in 100	1 in 125	
	MILES.	MILES.	
South-west line—			
Between 187'33 and 196'40 miles from Madras	1'34	4'11	Arkonam to mile 64 from Madras . . . 23-6-59.
" 223'87 and 241'06 " " "	...	3'59	Mile 64 " 87 " . . . 3-1-60.
" 305'88 and 319'73 " " "	5'36	2'90	" 87 " 108 " . . . 31-1-61.
" 353'48 and 366'57 " " "	...	3'99	" 108 " 130 " . . . 26-5-63.
Bangalore branch—			
Between 135'30 and 146'37 miles from Madras	6'32	3'17	" 130 " 172 " . . . 18-11-63.
" 147'60 and 191'14 " " "	...	18'98	" 172 " 192 " . . . 20-7-63.
" 215'10 and 218'74 " " "	0'88	1'60	" 192 " 203 " . . . 22-7-65.
Nilgiri branch—			
Between 316'19 and 325'67 miles from Madras	2'56	0'43	" 203 " 233 " . . . 8-5-65.
North-west line—			
Between 62'12 and 63'75 miles from Madras	...	1'63	" 233 " 245 " . . . 21-5-65.
" 72'77 and 76'68 " " "	0'75	2'02	" 245 " 256 " . . . 25-5-66.
" 96'62 and 97'79 " " "	0'80	0'37	" 256 " 267 " . . . 22-6-66.
" 137'54 and 138'36 " " "	...	0'82	" 267 " 278 " . . . 31-7-67.
" 152'16 and 158'49 " " "	...	4'49	" 278 " 288 " . . . 20-11-67.
			" 288 " 294 " . . . 4-3-67.
			" 294 " 305 " . . . 3-12-68.
			" 305 " 314 " . . . 27-5-68.
			" 314 " 325 " . . . 24-9-68.
			" 325 " 334 " . . . 23-8-69.
			" 344 to Raichur " . . . 22-9-69.

**Appendix 7.**  
History of Railways.

## APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles	Miles.
24 (b)	<b>Máyavaram-Mutupet—</b> <i>(3' 3½" gauge).</i> Máyavaram (17·74 miles from Madras on the South Indian railway) to Mutupet 54·08 * Mutupet to Arantangi 51·01	105·09	Máyavaram to Mutupet . 2-4-94 54·08
26 (a)	<b>Morvi—</b> <i>(2' 6" gauge).</i> <b>Main line—</b> Wadhván [389·25 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] <i>via</i> Vánkáner to Morvi . . . . . 68·50  <b>Branch—</b> Vánkáner to Rájkot, including the extension across the Aji river to Rájkot Junction with the Jetalsar-Rájkot railway ( <i>Rájkot branch</i> ) . . . . . 25·86	94·36	<b>Main line—</b> Wadhván to Dolia . 11-3-86 24·00 Dolia to Vánkáner . 20-11-86 27·75 Vánkáner to Morvi . 24-3-87 16·75 <u>68·50</u>  <b>Rájkot branch—</b> Vánkáner to Rájkot . 1-1-90 25·25 Extension across the Aji river to Rájkot junction with the Jetalsar-Rájkot railway . . . . . 6-8-94 0·61 <u>25·86</u> Total open mileage . 94·36

\* Including salt sidings and quarry branch.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																	
<p>The line traverses an easy country, the ruling gradient being 1 in 200. It crosses the Cauvery irrigation system in the Tanjore delta, and is consequently costly in bridges and culverts. The line is laid on pyinkado transverse sleepers with second-hand 40 lbs. flat-footed iron and 41½lb. steel rails taken out of the South Indian railway main line. There are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet. The second-hand rails are being replaced by 41½ lb. steel rails of which 4·50 miles have now been laid.</p>	<p>The funds for this line are provided in nearly equal portions by the Tanjore District Board from a special cess and by the Madras Government from provincial funds.</p> <p>The railway crosses the Negapatam branch of the South Indian railway at Tiruvallūr.</p> <p>The construction of the Tiruvallūr-Mutupet section was sanctioned in June 1890, and Máyavaram-Tiruvallūr section in August 1891. The work was commenced immediately by the South Indian Railway Company under their Additional Powers Act, 1888.</p> <p>The survey of an extension from Mutupet to Adirampatnam was sanctioned in November 1890 and completed in January 1892. The construction of this extension was sanctioned on the 15th November 1900.</p> <p>A survey of the further extension of the line from Adirampatnam to Avadaiyarkoil was sanctioned on 20th January 1899, and completed in November 1899.</p> <p>The line is worked by the South Indian railway under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1897-98. On the 1st January 1900 the Tanjore District Board took over the Government interest of the line and thereby became the sole owners of the railway.</p>																	
<p>This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia, and then runs along the line of unbridged and unmetalled road to Vánkáner and Morvi. The permanent-way originally consisted of steel rails, weighing 19lb. to the yard, laid on light sleepers. These have since been extensively replaced in sections by 29lb. and 41½lb. rails and creosoted pine sleepers. The respective lengths of line now laid with these classes of permanent-way are :</p> <table><tr><td>19lb. rails</td><td>20·50 Miles.</td></tr><tr><td>29 " "</td><td>50·96 "</td></tr><tr><td>41½ " "</td><td>21·61 "</td></tr><tr><td colspan="2"><hr/></td></tr><tr><td colspan="2">93·07</td></tr></table> <p>On the Rájkot branch, from Rájkot station to mile 58 (Sindhávadars), 18 miles of 19lb. rails have, with a view to eventual conversion, recently been replaced by 41½lb. metre gauge rails on creosoted pine sleepers and 3 additional miles of 41½lb. rails have been laid to mile 55. During the year, 0·30 steel 11lb. sleepers for 19lb. rails have been renewed on the main line between Wadhván and Dolia, chiefly in salty places.</p> <p>The extension across the Aji river has been laid with metre gauge rails, weighing 41½lb. to the yard, on creosoted pine sleepers of that gauge.</p> <p>The ruling gradient is 1 in 150, and there are 3·24 miles of curves under a radius of 1,000 feet, particulars of which are given below :</p>	19lb. rails	20·50 Miles.	29 " "	50·96 "	41½ " "	21·61 "	<hr/>		93·07		<p>Sanction was given on the 14th December 1883 to the construction of a line which the Thakur Sahib of Morvi had undertaken to build at his own expense from Wadhván to Rájkot. The scheme was afterwards modified and the line was carried to Morvi, <i>via</i> Vánkáner, instead of to Rájkot.</p> <p>Plans and estimates for an extension to Rájkot were submitted to Government in 1888, and the extension was completed and opened for traffic on the 1st January 1890.</p> <p>The extension across the Aji river into Rájkot, to effect a junction with the Jetalsar-Rájkot railway was sanctioned in January 1894.</p>							
19lb. rails	20·50 Miles.																	
29 " "	50·96 "																	
41½ " "	21·61 "																	
<hr/>																		
93·07																		
<table><tr><th rowspan="2">SECTION OF LINE.</th><th colspan="2">CURVES OF LESS THAN 1,000 FEET RADIUS.</th></tr><tr><th>Length.</th><th>Radii.</th></tr><tr><td>Wadhván to Dolia— (Between 0 and 24 miles from Wadhván)</td><td>Miles. 1·41</td><td>Varying from 250 to 850 feet.</td></tr><tr><td>Dolia to Vánkáner— (Between 24 and 51·75 miles)</td><td>1·03</td><td>" " 375 to 800 "</td></tr><tr><td>Vánkáner to Morvi— (Between 51·75 and 68·50 miles)</td><td>0·18</td><td>" " 550 to 850 "</td></tr><tr><td>Vánkáner to Rájkot— (Between 0 and 25·25 miles from Vánkáner)</td><td>0·62</td><td>" " 500 to 800 "</td></tr></table>	SECTION OF LINE.	CURVES OF LESS THAN 1,000 FEET RADIUS.		Length.	Radii.	Wadhván to Dolia— (Between 0 and 24 miles from Wadhván)	Miles. 1·41	Varying from 250 to 850 feet.	Dolia to Vánkáner— (Between 24 and 51·75 miles)	1·03	" " 375 to 800 "	Vánkáner to Morvi— (Between 51·75 and 68·50 miles)	0·18	" " 550 to 850 "	Vánkáner to Rájkot— (Between 0 and 25·25 miles from Vánkáner)	0·62	" " 500 to 800 "	
SECTION OF LINE.		CURVES OF LESS THAN 1,000 FEET RADIUS.																
	Length.	Radii.																
Wadhván to Dolia— (Between 0 and 24 miles from Wadhván)	Miles. 1·41	Varying from 250 to 850 feet.																
Dolia to Vánkáner— (Between 24 and 51·75 miles)	1·03	" " 375 to 800 "																
Vánkáner to Morvi— (Between 51·75 and 68·50 miles)	0·18	" " 550 to 850 "																
Vánkáner to Rájkot— (Between 0 and 25·25 miles from Vánkáner)	0·62	" " 500 to 800 "																

**Appendix 7.**  
**History of Railways.**

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	
2 (d)	<p><b>Mymensingh-Jamalpur-Jagannathganj—</b> (3' 3½" gauge).</p> <p>Mymensingh to Jagannathganj . . . . .</p>	53'37	<p>Mymensingh to Singhjani— For goods traffic . . . 15-10-98 } For passenger traffic. . . 1-11-98 } 33'07</p> <p>Singhjani to Jagannathganj— For goods traffic . . . 15-10-99 } For passenger traffic . . . 1-12-99 } 20'30</p> <p><b>TOTAL OPEN MILEAGE . . . 53'37</b></p>
22 (g)	<p><b>Mysore-Nanjangud—</b> (3' 3½" gauge).</p> <p>Mysore, on the Mysore section of the Southern Mahratta railway, to Nanjan- gud . . . . . 15'25</p> <p>Nanjangud station to a point 0'55 mile nearer the town of Nanjangud . . . . . 0'55</p>	15'80	<p>Mysore to Nanjangud . . . . . 1-12-91 15'25</p> <p>Nanjangud station to Nan- jangud town . . . . . 12-7-99 0'55</p> <p><b>15'80</b></p>
22 (b)	<p><b>Mysore section (Southern Mahratta)—</b> (3' 3½" gauge).</p> <p>Mysore <i>via</i> Bangalore to Gubbi . . . 139'75</p> <p>Gubbi to Harihar . . . . . 156'25</p>	296'00	<p>Mysore to Mandya . . . . . 25-2-82 27'75</p> <p>Mandya to Channapatna . . . 20-3-81 23'25</p> <p>Channapatna to Bangalore . . . 1-2-81 34'75</p> <p>Bangalore to Tumkur . . . . . 11-8-84 43'00</p> <p>Tumkur to Gubbi . . . . . 26-12-84 11'00</p> <p>Gubbi to Birur . . . . . 12-8-89 76'57</p> <p>Birur to Harihar . . . . . 21-2-89 79'68</p> <p><b>TOTAL OPEN MILEAGE . . . 296'00</b></p>



## DIX 7—continued.

Appendix 7.  
History of Railways:

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.	
<p>The permanent-way consists of 50lb. rails and <math>\frac{1}{2}</math> sleepers.</p> <p>The ballast is of burnt brick.</p> <p>The Jhenai bridge, the most important on the line, consists of 4 spans of 55 feet. The steepest grade is 1 in 300 and occurs at miles 45 and 46 in the approaches to a bridge. Their lengths are 0.51 mile and 0.57 mile, respectively.</p> <p>There are no curves under a radius of 1,000 feet. The line is unfenced, except at stations.</p>				<p>Dates of orders for survey—</p> <p>Mymensingh to Bansi <i>via</i> Jámálpur . . . 27-11-94</p> <p>Bansi to Jagannathganj . . . . . 23-1-97</p> <p>The construction of the line was sanctioned in November 1896.</p>	
<p>The country traversed is undulating and the line somewhat tortuous, the length of curves amounting to about 9.50 miles.</p> <p>The permanent-way consists of <math>41\frac{1}{2}</math> lb. steel rails of the standard 3'3" gauge pattern laid on Mysore teak sleepers.</p> <p>The ruling gradient is 1 in 100.</p> <p>The line is partially fenced.</p>				<p>The construction of this line was commenced in September 1890 and completed in November 1891.</p> <p>It was purchased by the Mysore Government and made over to the Southern Mahratta Railway Company for maintenance and working on the 1st July 1892, the terms for which will be found in Appendix L to this report.</p> <p>The extension to Nanjangúd town was sanctioned on the 12th March 1897.</p>	
<p>No works of special engineering difficulty occur on the Mysore section.</p> <p>The line has been laid for a single track with rails <math>41\frac{1}{2}</math> lb. to the yard, spiked to wooden sleepers partly of creosoted pine and partly of teak, the width of formation being 14 feet on the Gubbi-Mysore section and 16 feet on the Harihar-Gubbi section.</p> <p>The sleepers on the Bangalore-Tumkur section are of creosoted pine, which is being gradually replaced by Mysore teak.</p> <p>The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet, are as under:</p>				<p>The dates of orders for survey and construction of the Mysore railway are as follows:</p> <p><i>Date for survey.</i> . . . . . 1st April 1870</p> <p><i>Dates for construction.</i></p> <p>Mysore line, 20th September 1877.</p> <p>Tumkur line, 6th October 1882.</p> <p>Tumkur to Gubbi, 18th January 1884.</p> <p>Earthwork between Bangalore and Channapatna was commenced for relief purposes during the famine of 1877-78.</p> <p>The transfer of the Mysore railway to the Southern Mahratta Railway Company was effected on the 1st July 1886. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1887-88.</p>	
SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{10}$ and less	$\frac{1}{10}$ to $\frac{1}{75}$	$\frac{1}{75}$ to $\frac{1}{100}$	Length.	Radii.
Harihar to Mysore—	Miles.	Miles.	Miles.	Miles.	Feet.
Between miles 0 and 206	...	...	120.52	...	...
" " 210 and 206	...	45.41	...	...	...
" " 210 $\frac{1}{2}$ and 203 $\frac{1}{2}$	...	...	...	5.02	Varying from 660 feet to 990 feet.

\* Ruling gradient 1 in 70 throughout.

**Appendix 7.**  
History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
10 (a)	<p><b>Nagda-Ujjain—</b> (5' 6" gauge).</p> <p>Nágdá [459·62 miles from Bombay (Colába)], on the Godhra-Rutlam-Nágdá railway, to Ujjain (600·50 miles from Ahmedabad), on the Rajputana section of the Rajputana-Malwa railway</p>	<p>Miles.</p> <p>34·32</p>	<p>Miles.</p> <p>Nágdá to Ujjain . . . 15-7-96 34·32</p>
12 (c)	<p><b>Nilgiri—</b> (3' 3½" gauge).</p> <p>Méttupálayam (327·47 miles from Madras on the Madras railway, Nilgiri branch) to Coonoor . . . .</p>	<p>16·90</p>	<p>Méttupálayam to Coonoor . 15-6-99 16·90</p>

DIX 7—continued.  
on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The permanent-way consists of 75 lb. flat-footed steel rails, with 5 bolt hole fish plates, laid on cast-iron pot sleepers, Indian Midland Railway pattern, over a bed of moorum and stone ballast over the length two miles from the Sipra bridge into Ujjain station ; a third line of rails laid on deodar sleepers will be used to carry the 3'3½" gauge Rajputana-Malwa railway. The line will not be fenced, except round station yards.</p> <p>There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet. The ruling gradient is 1 in 200 of which there are 17 in number aggregating 10·20 miles, and the sharpest curve and angle of curvature of 3° or radius of 1,910 feet being rather under half a mile in length.</p> <p>The only bridges of any magnitude are the Sipra, 6 spans of 150 feet girders, and the Gambhir, 4 spans of 100 feet girders.</p>	<p>This line was sanctioned for construction on the 17th and orders for the commencement of work issued on the 27th December 1894. Owing to delay in acquiring land, work was not started till March 1895. The line was constructed and is being worked by the Bombay, Baroda and Central India Railway Company, under an agreement the terms of which will be found in Appendix R to this Report.</p>

The rails are steel, 50 lb. to the yard, on pyinkado sleepers, laid on stone ballast between dwarf walls 1' 6" high. The line is unfenced. The bridges are of lattice or plate girders resting on masonry piers and abutments.

On the Ghât the Abt Rack (double) is used.

There are nine tunnels on the line, varying in length from 62 to 308 feet and aggregating 1,578 feet.

The ruling gradient is 1 in 12½ in the mountainous portion, and 1 in 40 in the plains.

The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet :

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	1 in and less.	1 in 100	1 in 100	Length.	Radil.
	Miles.	Miles.	Miles.	Miles.	Feet.
Between 13·92 and 16·21 miles	...	1·59	...	...	...
The whole line	13·50	...	...	8·27	Varying from 328 feet (100 metres) to 716 feet.

The Nilgiri Railway Company was registered in February 1886 to acquire the concession granted to the Nilgiri Railway Company, which had been formed in 1880 to construct a short line of steep gradient on the Rigi system. The line now required by the Government will, however, be of a more costly and elaborate character than that originally contemplated. The capital was raised in London in 1889.

The survey was started in August 1890, and the final location was completed early in 1892.

The Government of India guaranteed 3 per cent. during construction on the capital paid into the Government treasury, with a free grant of all land required for the railway and the works connected therewith.

The company went into liquidation in April 1894.

In February 1896 a new company was formed in London to purchase the line from the old company and to supply the capital required to complete it. Work re-commenced in April.

The line was handed over to the Madras railway on the 7th September 1898 and opened for goods traffic on the 1st October, but owing to numerous slips the line was closed on the 29th October, and re-opened on 15th June 1899.

The line is worked by the Madras railway under an agreement, the terms of which will be found in Appendix BB to Part II of the Railway Administration Report for 1898-99.

**Appendix 7.**  
History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles
11 (a)	<b>The Nizam's Guaranteed State—</b> <i>(5' 6" gauge).</i> <b>Main line—</b> Wádi [375·75 miles from Bombay (Victoria terminus) on the south-east line, Great Indian Peninsula railway] <i>vid</i> Secunderabad to the south-east frontier . . . . . 310·09  <b>Branches—</b> Husain Ságar Junction (111·50 miles from Wádi) to Hyderabad ( <i>Hydera-</i> <i>bad branch</i> ) . . . . . 3·54 Dornakal to Singareni Coal-fields ( <i>Mineral branch</i> ) . . . . . 16·50 <hr/>	330·13	<b>Main line—</b> Wádi junction to Secunderabad and to junction of new line 9-10-74 115·45 Junction of new line to Warangal . . . . . 8-4-86 87·47 Warangal to Dornakal . . . . . 1-1-88 51·91 Dornakal to Bona Kálu . . . . . 5-8-88 31·72 Bona Kálu to British frontier 10-2-89 23·54 <hr/> 310·09  <b>Branches—</b> <i>Hyderabad branch—</i> Husain Ságar to Hyder- abad . . . . . 9-10-74 3·54  <i>Mineral branch—</i> Dornakal to Singareni Coal- fields . . . . . 1-1-88 16·50 <hr/>
			TOTAL OPEN MILEAGE . 330·13

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The whole line from Wādi to His Highness the Nizam's frontier is constructed for a single track. About 22 miles are laid with double-headed 68lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India Railway Company; 22½ miles with bull-headed 75lb. steel rails on old cast-iron bowl sleepers 2½ miles with bull-headed 75lb. steel rails on Great Indian Peninsula pattern bowl sleepers; 9 miles with double-headed 68lb. steel rails on cast-iron bowl sleepers; 2 miles with old flat-footed 62lb. steel rails on steel sleepers; and the remainder of the line with 66½lb. flat-footed steel rails on steel pea-pod sleepers.</p> <p>The branch line to the mines is laid with 66½lb. flat-footed steel rails on steel pea-pod sleepers, and is constructed for a single track.</p> <p>The line is fenced from Wādi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced.</p> <p>The steepest gradient on this line is 1 in 100 for a length of 83½ miles and occurs between Secunderabad and the British frontier.</p> <p>There are no curves under a radius of 1,000 feet.</p>	<p>The dates of orders for survey and construction of the Wādi-Secunderabad section are 30th October 1869 and 25th March 1871, respectively.</p> <p>The Government of the Nizam provided the capital, and the British Government constructed the line.</p> <p>The 5'6" gauge was finally adopted on the 30th October 1871. Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock; from January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.</p> <p>The construction of the first section between Secunderabad and Warangal was commenced in November 1884 and completed in March 1886.</p> <p>This company was formed for the purpose of acquiring and working the then existing line of 119½ miles, and of constructing on the same (5' 6") gauge and working the new lines, 373 miles in length.</p> <p>The construction of the section from Warangal to Dornakal, and the coal branch, was commenced in May 1888. The extension between Dornakal and the frontier was commenced in January 1887 and completed in January 1889.</p> <p>The section of the East Coast State railway, which extends from the frontier of his Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when the maintenance of the line was taken over by the East Coast State railway.</p>

**Appendix 7.**  
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles. Miles.	Miles.	Miles.
8 (a)	<p><b>North Western—</b> (5' 6" gauge).</p> <p><b>MAIN LINE AND BRANCHES (Commercial)—</b> <i>Main line—</i> Ghāziabad (13 miles east of Delhi on the East Indian railway) to Amritsar . . . . . 303'14 Amritsar to Lahore . . . . . 32'30  <hr/> 335'44</p> <p>Lahore to Lala Musa . . . . . 82'25  Lala Musa to Jhelum . . . . . 20'87  Jhelum to Rāwalpindi . . . . . 76'38  <hr/> 179'50</p> <p>Carried over . . . . . 514'94</p>		<p><b>MAIN LINE AND BRANCHES (Commercial)—</b> <i>Main line—</i> Ghāziabad to Meerut City . 18-4-67 27'33  Meerut City to Umballa Can-  tonment . . . . . 1-1-69 121'02  Umballa Cantonment to  Ludhiāna . . . . . 12-10-69 70'66  Ludhiāna to Phillour . . . 15-10-70 8'28  Phillour to Jullundur Canton-  ment . . . . . 1-4-70 24'12  Jullundur Cantonment to Beas 15-11-69 25'53  Beas to Amritsar . . . . . 1-11-67 26'20  Amritsar to Lahore . . . . 10-4-62 32'30  <hr/> 335'44</p> <p>Temporary line on 3' 3½"  gauge (62 miles), Lahore to  Wazirabad, 12th April 1875.  Wazirabad to Naurungabad  (38'00 miles), 10th April  1876.  Naurungabad to Jhelum (2'75  miles), 14th September  1876.  Lahore to Jhelum . . . . . 6-10-78 103'12  The line was opened by sec-  tions on the 5' 6" gauge,  using temporary diversions  near Domeli, thus—  Jhelum to Ratial, 1st Janu-  ary 1880 (15 miles).  Ratial to Rāwalpindi, 1st  October 1880 (56 miles).  The diversions were abolished  on 8th May 1882, and the  complete ½ graded through  line established thus—  Jhelum to Rāwalpindi (70'50  miles).  But again in 1888, and in  subsequent years up to  date, various alignments in  connection with the impro-  vements of grades to 1/100 have  been opened, and the present  length of line on 31st March  1897 is—  Jhelum to Rāwalpindi . . . 76'38</p> <p>Carried over { 179'50  <hr/> 335'44  <hr/> 179'50</p>

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>From Gháziabad to Phillour the earthwork and the bridge foundations and superstructure are for a single line. The original 60lb. bull-headed iron (steel-faced) rails on wooden and cast-iron round pot sleepers are being renewed with steel rails. Up to the 31st March 1900, 91·84 miles have been relaid with 68lb. bull-headed steel rails, 17·01 miles with 68 lb. double-headed steel rails, 17·19 miles 73lb. bull-headed steel rails, 100·37 miles with 75lb. flat-footed steel rails and 0·88 mile with flat-footed 70lb. steel rails.</p> <p>On the Phillour-Amritsar section, the earthwork from Amritsar to the Beas (26·20 miles) is for a double line; the rest is for a single line. The bridge foundations and superstructure are, with some exceptions, for a single line.</p> <p>The original Delhi section bull-headed 60lb. rails have been renewed with the bull-headed 68lb. rails.</p> <p>From Phillour to Amritsar the rails are laid on wooden sleepers for 33·00 miles, and on cast-iron (oval and round) pots for 42·15 miles. On the Beas bridge (0·70 mile), the rails are flat-footed, 70lb. steel, laid on longitudinal timbers.</p> <p>From Amritsar to Lahore the earthwork and bridges are for a single line; 12·80 miles have been relaid with bull-headed 68lb. steel rails, of which 8·70 miles are on cast-iron pots and 4·10 miles on wooden sleepers; the remaining 19·50 miles of the old Punjab section 68lb. rails have been relaid with 75lb. flat footed and 68 lb. double-headed steel and 73 lb. bull-headed steel rails on wooden sleepers.</p>	<p>The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin State railways to be worked as one Imperial system under the name of the North Western State railway.</p> <p>The section from Gháziabad to Amritsar (first called the Delhi Railway and subsequently incorporated in the late Sind, Punjab and Delhi railway) was commenced early in 1864 under a system of petty contracts. On the 3rd May 1865 Messrs. Brassey &amp; Co. entered into a contract for the construction of the line in five years.</p> <p>The line was opened out from both ends towards the Sutlej bridge. The completion of the Sutlej bridge caused an extra year to be added to the term of the contract, and prevented the earlier completion of the line.</p> <p>The section from Amritsar to Lahore was commenced on the 8th February 1859.</p>
<p>The line from Lahore to Pesháwar is constructed for a single track. From mile 823 to 825, the old flat-footed 60lb. iron rails have been replaced by flat-footed 75lb. and 73 lb. bull-headed steel rails on Indian Midland railway iron pots and wood sleepers. From* mile 825·50 to 826·45 the old flat-footed 60lb. iron rails have been replaced by flat-footed 75lb. steel rails on wooden sleepers; from mile 826·45 to 848, the old flat-footed 60lb. iron rails have been replaced by double-headed 75 lb. steel rails on wooden sleepers.</p> <p>From mile 848 to Gujrát the rails are 75 lb. flat-footed steel, excepting one length of 1·58 miles, where flat-footed 62lb. steel rails are laid. The sleepers throughout are wooden.</p> <p>From Gujrát to Pesháwar Cantonment the rails are 62 lb. steel, with the exception of isolated lengths, aggregating 88·93 miles of track, of 75 lb. flat-footed steel, and 4·85 miles of 64 lb. double-headed rails. The whole length is laid with wooden sleepers, except 40·41 miles with steel sleepers and 6 miles with cast-iron oval pots.</p>	<p>The dates of orders for survey and construction of the Lahore-Pesháwar section are as follows.</p> <p style="text-align: center;"><i>Dates for survey.</i></p> <p>Jhelum to Ráwalpindi, 8th November 1864.  Lála Músa to Miani junction, September 1877.  Ráwalpindi to Khusálgarh, September 1879.  Jhelum to Ráwalpindi for improvement of grades, February 1886.</p>

\* From mile 825 to 825·50 old 60 lbs. flat-footed iron rails are in the road.

**Norg.**—On account of the earlier issue of this Appendix this year,

[illegible]



## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																														
<p>The chief works on the Lahore-Ráwalpindi section are the bridges over the Ravi, Chenab, Jhelum and Sohan: the passage through the Salt Range north of the Jhelum; the heavy engineering works in the hilly districts between Jhelum and Ráwalpindi, where the original grades have now been improved to <math>\frac{1}{10}</math>; and the Taraki quarry.</p>																															
<p>The chief works on the Ráwalpindi-Pesháwar section are the Indus (Attock) and the Haro bridges; and the tunnels at the Margala pass and the approach to the Indus.</p>																															
<p>The main line has, for the most part, a wire fencing on both sides. The section from Lála Músa to Pesháwar is, however, only partially fenced.</p>	<p><i>Dates for construction.</i></p> <table><tr><td>Lahore to Jhelum . . . . .</td><td>2-10-69</td></tr><tr><td>Jhelum to Ráwalpindi . . . . .</td><td>17-9-77</td></tr><tr><td>Lála Músa to Miani . . . . .</td><td>24-7-78</td></tr><tr><td>Ráwalpindi to Khusálgarh . . . . .</td><td>Sept. '79</td></tr><tr><td>Ráwalpindi to Pesháwar City . . . . .</td><td>3-10-79</td></tr><tr><td>Pesháwar City to Pesháwar Cantonment . . . . .</td><td>1-1-83</td></tr><tr><td>Miani to Jhelum river . . . . .</td><td>4-3-81</td></tr><tr><td>Miani to Bhera . . . . .</td><td>25-10-81</td></tr><tr><td>Miani to Khewra . . . . .</td><td>27-1-82</td></tr><tr><td>Wazirabad to Siálkot . . . . .</td><td>19-4-83</td></tr><tr><td>Conversion of the salt branch, afterwards designated the Sind-Sagar railway, eastern section, from 3' 3<math>\frac{1}{2}</math>" to 5' 6" gauge . . . . .</td><td>27-11-84</td></tr><tr><td>Grades, Jhelum to Domeli . . . . .</td><td>Nov. '86</td></tr><tr><td>" Domeli to Soháwa . . . . .</td><td>31-10-91</td></tr><tr><td>" Soháwa to Gujar Khan . . . . .</td><td>18-4-89</td></tr><tr><td>" Gujar Khan to Ráwalpindi . . . . .</td><td>28-2-92</td></tr></table> <p>It was originally intended to construct the line from Lahore to Pesháwar (formerly known as the Punjab Northern State railway) on the 5' 6" gauge; but the 3' 3<math>\frac{1}{2}</math>" gauge was subsequently adopted, and 103 miles from Lahore to Jhelum were constructed on this gauge, the alignment being on the Grand Trunk road. At the end of 1873 it was decided to adopt a separate bank for the railway, and in July 1874 orders were given for the 5' 6" gauge to be reverted to.</p>	Lahore to Jhelum . . . . .	2-10-69	Jhelum to Ráwalpindi . . . . .	17-9-77	Lála Músa to Miani . . . . .	24-7-78	Ráwalpindi to Khusálgarh . . . . .	Sept. '79	Ráwalpindi to Pesháwar City . . . . .	3-10-79	Pesháwar City to Pesháwar Cantonment . . . . .	1-1-83	Miani to Jhelum river . . . . .	4-3-81	Miani to Bhera . . . . .	25-10-81	Miani to Khewra . . . . .	27-1-82	Wazirabad to Siálkot . . . . .	19-4-83	Conversion of the salt branch, afterwards designated the Sind-Sagar railway, eastern section, from 3' 3 $\frac{1}{2}$ " to 5' 6" gauge . . . . .	27-11-84	Grades, Jhelum to Domeli . . . . .	Nov. '86	" Domeli to Soháwa . . . . .	31-10-91	" Soháwa to Gujar Khan . . . . .	18-4-89	" Gujar Khan to Ráwalpindi . . . . .	28-2-92
Lahore to Jhelum . . . . .	2-10-69																														
Jhelum to Ráwalpindi . . . . .	17-9-77																														
Lála Músa to Miani . . . . .	24-7-78																														
Ráwalpindi to Khusálgarh . . . . .	Sept. '79																														
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" Soháwa to Gujar Khan . . . . .	18-4-89																														
" Gujar Khan to Ráwalpindi . . . . .	28-2-92																														
<p>The line from Wazirabad junction to the frontier of the Kashmir state is constructed for a single track. The rails are as noted below:</p> <table><tr><td>62 lb. flat-footed steel on wood sleepers</td><td>10.75 miles</td><td rowspan="5">} From Wazirabad to the frontier of the Kashmir state.</td></tr><tr><td>70 " " " "</td><td>1.50 "</td></tr><tr><td>60 " " iron "</td><td>22.10 "</td></tr><tr><td>60 " " " on steel sleepers</td><td>1.75 "</td></tr><tr><td>75 " " steel on wood "</td><td>0.08 "</td></tr><tr><td></td><td><u>35.58</u></td><td></td></tr></table>	62 lb. flat-footed steel on wood sleepers	10.75 miles	} From Wazirabad to the frontier of the Kashmir state.	70 " " " "	1.50 "	60 " " iron "	22.10 "	60 " " " on steel sleepers	1.75 "	75 " " steel on wood "	0.08 "		<u>35.58</u>		<p>Of the 3' 3<math>\frac{1}{2}</math>" gauge line, 62 miles (from Lahore to Wazirabad) were opened for traffic on the 12th April 1875, the alignment of the Grand Trunk road being adhered to, and a further section between Wazirabad and Naurungabad was opened on the 10th April 1876. This last section was laid upon the 5' 6" gauge embankment, and the works on the Grand Trunk road between the points mentioned were abandoned.</p> <p>The final conversion of the main line of railway between Lahore and Jhelum from 3' 3<math>\frac{1}{2}</math>" to 5' 6" gauge was made on the 6th October 1878; and the works on the Grand Trunk road between Lahore and Wazirabad were then removed or abandoned, and the road restored to its legitimate purposes.</p> <p>In August 1874 the first engine was run through from Shahdara (5 miles from Lahore) to Wazirabad, and the 3' 3<math>\frac{1}{2}</math>" gauge line to that place, including the bridge over the Ravi, was opened for traffic on the 12th April 1875.</p> <p>The 5' 6" gauge line to Jhelum was completed and opened in October 1878. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Pesháwar, a distance of 1,555 miles.</p>																
62 lb. flat-footed steel on wood sleepers	10.75 miles	} From Wazirabad to the frontier of the Kashmir state.																													
70 " " " "	1.50 "																														
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60 " " " on steel sleepers	1.75 "																														
75 " " steel on wood "	0.08 "																														
	<u>35.58</u>																														
<p>On the Kashmir section, the ballast used is broken stone of excellent quality.</p>																															
<p>Both sections are unfenced.</p>																															

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
8 (a)	<p><b>North Western—contd.</b>      Miles.      Miles.</p> <p>(5' 6" gauge).</p> <p>Brought forward . . . . 649'33</p> <p><b>MAIN LINE AND BRANCHES (Commercial)—</b> <i>contd.</i></p> <p><b>Wazirabad-Lyallpur branch—</b></p> <p>Wazirabad (885 miles from Kiámári on the North West- ern railway) to Lyallpur . . 96'03 Lyallpur to Toba Tek Singh . 49'00 Toba Tek Singh to Khanewal 55'53   <u>200'56</u></p> <p><b>Kashmir branch—</b></p> <p>Siálkot to the frontier of the Kashmir state . . . . 9'08   <u>209'64</u></p> <p><b>Main line—</b></p> <p>Lahore to Khánpur . . . . 353'85</p> <p>Carried over . . 1,212'82</p>	Miles.	<p>Miles.      Miles.</p> <p>Brought forward . . 649'33</p> <p><b>MAIN LINE AND BRANCHES (Commercial)—</b> <i>contd.</i></p> <p>Wazirabad to Hafizabad 15-8-95 37'37 Hafizabad to Sangla Hill 1-1-96 31'45 Sangla Hill to Lyallpur 15-2-96 27'21</p> <p>Lyallpur to Toba Tek Singh . . . . 22-6-99 49'00 Toba Tek Singh to Khanewal . . . . 16-4-00 55'53   <u>200'56</u></p> <p>Siálkot to the frontier of the Kashmir state . . 15-3-90 9'08   <u>209'64</u></p> <p><b>Main line—</b></p> <p>Lahore to Mooltan . . . . 24-4-65 207'82 Mooltan to Muzaffarabad . . 21-8-70 6'89 Muzaffarabad to Khánpur . . 1-7-78 139'14   <u>353'85</u></p> <p>Carried over . . 1,212'82</p>

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The Wazirabad-Lyallpur section is constructed for a single track. The permanent-way consists of second-hand 60lb. bull-headed, 68lb. double-headed and 60lb. flat-footed rails obtained from the renewals of the North Western State railway, laid on second-hand serviceable wooden or trough sleepers. For the present the line is being ballasted to about <math>\frac{1}{4}</math> of the full section, with stone ballast obtained from quarries at the Sangla hill, which is about 70 miles from Wazirabad.</p> <p>The Lyallpur-Khanewal extension will be almost a surface line throughout, with grades not exceeding 1 in 300. With the exception of the Ravi bridge of 4 spans of 95 feet and one span of 100 feet, there are no large or difficult engineering works. The line is being laid with second-hand North Western State railway rails and new wooden sleepers.</p> <p>The banks are low throughout; and the bridges—though numerous owing to the number of irrigation channels and rajbahs to be crossed—are generally small, with the exception of one 6 x 40 feet girders over the main canal at mile 829.08 from Kurrachee, and another 3 x 40 feet at mile 792.51 over the Jhang branch canal.</p> <p>Girders for all bridges have been supplied from the old stock of the North Western State railway.</p>	<p>This line which is a portion of the project known as the Wazirabad-Mooltan railway, 200.34 miles in length, was surveyed and estimated for in 1892-93. It branches off from the North Western State railway at the station of Wazirabad and runs in a south-westerly direction more or less alongside the Chenab canal as far as the canal regulator at Naunana, about 48 miles from Wazirabad, whence it follows the course of the Rakli branch of the canal to Lyallpur, a proposed new civil station, 95.68 miles from Wazirabad. It was sanctioned for construction in December 1894, and work was started by the end of January 1895 along the projected line of railway by the officers of the Canal Department, who had the charge of earthwork, masonry of bridges, and other masonry work.</p> <p>The length of 95.68 miles above referred to excludes 3 miles of line from Khanki junction to the Khanki weir which is being worked as a tramway by the Punjab Irrigation Department and is treated as a quarry siding.</p> <p>The construction of the Lyallpur-Toba Tek Singh section was provisionally sanctioned in December 1895. Work was commenced in 1897.</p> <p>The object of the line is to open up the country now being irrigated by the Chenab canal, and to provide carriage for the export of grain and produce of the land now being brought under cultivation by the colonists and settlers who are reclaiming the desert land of the Rechna Doab as it becomes fertilized by the supply of canal water.</p>
<p>From Lahore to Rāewind the earthwork and bridges are for a single track.</p> <p>From Rāewind south distant signal to Muzaffarabad (188.49 miles) the earthwork and bridges are for a single line. The Punjab section double-headed 68lb. iron rails have been in parts (aggregating 188.49 miles) replaced with double-headed 68lb., bull-headed 73lb., flat-footed 75lb., and bull-headed 77½lb., and 62lb. flat-footed steel rails.</p> <p>The line from Muzaffarabad to Khānpur is constructed for a single track. It was originally laid with flat-footed iron rails, 60lb. to the yard, but 6.29 miles have been replaced with 62lb. flat-footed steel rails, and 132.85 miles with 75lb. flat-footed steel rails. The sleepers are wooden, except 67.39 miles which are laid with steel transverse sleepers.</p> <p>On the 1st January 1889, Muzaffarabad Junction was closed and Sher Shah Junction opened in connection with the Sind-Sagar loop.</p>	<p>The section from Lahore to Mooltan and Sher Shah (which, with the section from Amritsar to Lahore, was formerly called the Punjab railway) was commenced on the 8th February 1859.</p> <p>The dates of orders for survey and construction of the section from Muzaffarabad junction to Khānpur are the 30th October 1869 and 8th November 1871, respectively. This line was also commenced as a 3' 3½" gauge railway, and works had been well advanced when orders were received to adopt the 5' 6" gauge. It was opened partly on the 21st August 1870, and partly on the 1st July 1878.</p>

# Appendix 7. History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
	Miles. Miles.	Miles.	Miles.
8 (a)	<b>North Western—contd.</b> (5' 6" gauge).		
	Brought forward . . . 12,12'82		Brought forward . . . 1,212'82
	<b>MAIN LINE AND BRANCHES (Commercial)— contd.</b>		<b>MAIN LINE AND BRANCHES (Commercial)— contd.</b>
	Khānpur to Rohri . . . 132'05		Khānpur to Rohri . . . 1-7-78 132'05
	Rohri to Sukkur . . . 2'64		Rohri to Sukkur . . . 27-3-89 2'64
	Sukkur to Kotri . . . 225'36		Sukkur to Rādhan . . . 1-10-78 79'31
		360'05	Rādhan to Laki . . . 27-10-78 70'57
			Laki to Kotri . . . 8-10-78 75'48
			360'05
	Kotri to Kurrachee Canton- ment . . . 102'59		Kotri to Kurrachee City . . 13-5-61 104'89
	Kurrachee Cantonment to Kurrachee City . . . 2'30		Kurrachee City to Kiámári (including Napier Mole line)—
	Kurrachee City to Kiámári (in- cluding Napier Mole line) . . 3'06		For goods traffic . . 16-6-89 } 3'06
		107'95	For passenger traffic 5-11-91 } 3'06
			107'95
	<b>Branches—</b>		<b>Branches—</b>
	Phulji to Puranadera . . . 2'57		Phulji to Puranadera—
	Sukkur to Sukkur Bandar . . 1'23		For goods traffic . . 1-6-82 2'57
	Kotri to Kotri Bandar . . . 1'14		Sukkur to Sukkur Bandar 1-10-78 1'25
			Kotri to Kotri Bandar . . 1-4-89 1'14
	<b>Meean Meer Chord line*—</b>		<b>Meean Meer Chord line*—</b>
	Meean Meer East to Meean Meer West . . . . . 2'13		Meean Meer East to Meean Meer West . . . . . 10-12-91† 2'13
	<b>Kotri-Rohri (Chord) line—</b>		<b>Kotri-Rohri (Chord) line—</b>
	Kotri (107'95 miles from Kiámári) to Hyderabad (Sind) (on the Hyderabad-Shadipalli railway) 4'99		Kotri to Hyderabad . . 25-5-00 4'99
	Hyderabad to Rahoki . . . 6'04		Rahoki to Shahdadpur—
	Rahoki on the Hyderabad-Shadi- palli railway (119'52 miles from Kiámári) to Rohri (298'43 miles from Kiámári) on the North Western State railway . . . . . 178'93		For goods traffic { 15-11-96 } 39'09
		189'96	For public traffic . 16-12-96 } 39'09
			Shahdadpur to Rohri—
			For goods traffic . . 15-11-96 } 139'84
			For public traffic . 16-12-96 } 139'84
			139'84
	Carried over . . . 1,877'87		Carried over . . . 1,871'83

\* This is a military line and is not intended to be used for ordinary public traffic.

† This was the date on which the line was ready for opening after the Consulting Engineer's inspection.

‡ This is the date on which the line was opened for goods traffic and worked by construction trains.

DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

Appendix 7.  
History of Railways.

It has not been possible to bring this statement fully up to date.

## Details of construction.

## REMARKS.

The section from Khánpur to Kotri is constructed for a single track with flat-footed steel 62lb. and 75lb. flat-footed and 73lb. bull-headed steel rails, on transverse sleepers of creosoted pine, deodar and steel. The chief works on this line are the Lansdowne bridge over the Indus between Sukkur and Rohri and the cutting through the Laki pass.

Ordinary double-headed rails, 65lb. to the yard, were originally laid on sleepers of creosoted pine, but they are being renewed with steel rails 80·75 miles having been relaid with 75lb. flat-footed, 26·20 miles, with 68lb. double-headed, and 1·00 mile with 77½lb. bull-headed steel rails up to the 31st December 1899.

From Kiámári station to Kotri station (except over the Malir bridge) the line is double.

From Meean Meer East to Meean Meer West, including the siding to the commissariat yard (3·55 miles), the line is constructed of second-hand 68lb. bull-headed iron rails and second-hand wooden sleepers. The line is unballasted, but is fenced.

The Kotri-Rohri (Chord line) traverses the valley of the Indus on its left bank, crossing that river at Kotri with a bridge of 5 spans of 350 feet girders and one land span of 100 feet.

Earthwork is heavy on the approaches to the bridge and at the entrance to Rohri. On the remainder of the length the earthwork is nowhere heavy and on the Desert section of 40 miles very light.

On the Kotri approach to the bridge the gradient is 1 in 150, and passing through the hills into Rohri 1 in 300, otherwise the maximum gradient is 1 in 500.

The curves are as a rule very flat, the sharpest curve is on the Kotri approach to the Indus bridge and has a radius of 1,300 feet. All bridges over 2 feet span, except that on the Kotri approach to the Indus bridge, and those bridges are being built for a double line.

The permanent-way consists of 75lb. flat-footed steel rails laid on creosoted pine sleepers without bearing plates. Eleven sleepers per 30 feet rail. Ballast will ultimately consist of broken stone, but at present the line is packed with earth. Sidings are being laid with second-hand materials.

The dates of orders for survey and construction of the section from Khánpur to Kotri are as follows :

*Date for survey.*

Khánpur to Kotri . . . . . 30-10-69

*Dates for construction.*

Khánpur to Rohri . . . . . 8-11-71

Sukkur to Kotri . . . . . 4-11-72

The construction of the Lansdowne bridge over the Indus at Sukkur was commenced in April 1883 and completed in March 1889. The opening of this bridge has dispensed with the length from Rohri to Rohri Bandar. The section from Sukkur Bandar to Sukkur Main is retained for goods traffic.

The line from Khánpur to Kotri was commenced as a 3' 3½" gauge railway, and works had been well advanced when orders were received to adopt the 5' 6" gauge. The section from Kotri to Kurrachee was commenced on the 29th April 1858. The extension of the line from Kurrachee City to Kiámári was virtually completed on the 12th November 1887.

The Meean Meer chord line has been constructed for troop traffic. The construction of a single line was sanctioned on the 14th June 1887 and finished on the 30th June 1888. The estimate for doubling the line was sanctioned on the 4th October 1888, and work completed on the 31st December 1890.

The necessity for this railway is caused by the set of the Indus on its right bank which has rendered the line along that bank dangerous, and owing to the frequent breaches, has caused communication with Kurrachee to be intermittent, dislocating the export trade and cutting off communication with the North-Western Frontier.

The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 36·51 miles on the through distance from the Punjab to Kurrachee, and will also give an alternative route to Quetta.

The survey was ordered in October 1894, construction, exclusive of the Indus bridge, in November 1894, and the bridge in September 1895.

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
8 (a)	<b>North Western—contd.</b> (5' 6" gauge).		
	Brought forward . 1,877·87		Brought forward . 1,871·83
	<b>MAIN LINE AND BRANCHES (Commercial)— concl'd.</b>		<b>MAIN LINE AND BRANCHES (Commercial) —concl'd.</b>
	<i>Ferozepore branch—</i>		
	Rāewind to Ferozepore Cantonment . 33·00		Rāewind to Kasūr . 15-4-83 16·50
			Kasūr to Ganda Singhwāla 10-6-83 7·00
			Ganda Singhwāla to Ganda Singh Bandar . 15-12-83 } 5·50
			Ganda Singh Bandar to Hussainiwāla . 8-5-87 }
	Hussainiwāla to Ferozepore Canton- ment . . . . . 3·50*		Hussainiwāla to Feroze- pore City . 1-10-92 2·00
			Ferozepore City to Feroze- pore Cantonment . 1-10-88 2·00
			33·00
			Hussainiwāla to Feroze- pore Cantonment . 8-5-87 3·50*
	<i>Pathankot branch—</i>		
	Amritsar viā Batāla and Gurdāspur to Pathānkot . . . . . 66·70	1,981·07	Amritsar to Dīnanagar . 1-1-84 51·22
			Dīnanagar to Pathānkot . 8-6-84 15·48
			66·70
			<b>TOTAL MAIN LINE AND BRANCHES . 1,975·03</b>
	<b>FRONTIER SECTION (Military)—</b>		<b>FRONTIER SECTION (Military)—</b>
	<i>Sind-Sagar railway and Khusālgarh branch—</i>		
	<i>Khusālgarh branch—</i>		
	Golra junction to Khusālgarh . . 70·16		Golra junction to Langar . 1-4-81 60·50
			Langar to Khusālgarh . 16-4-81 } 9·66
			Khusālgarh, new station . 18-7-83 }
			70·16
	Carried over . 70·16	1,981·07	Carried over { 1,975·03
			70·16

\* This is a military line and is not intended to be used for ordinary public traffic

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The Ferozepore branch was originally laid with part-worn Delhi section bull-headed 60lb. steel-faced rails on second-class wooden sleepers. These have been replaced on 5·88 miles with 68lb. bull-headed steel rails on cast-iron pot-sleepers; 16·75 miles with 75lb. flat-footed rails on deodar sleepers, and on 10·50 miles with 75lb. flat-footed rails on steel trough sleepers. A new length of two miles has been constructed from Hussainiwala to Ferozepore City and joined to the old back shunt line which runs from Ferozepore Cantonment to the City station; the entire length being laid with 75 lb. flat-footed rails on deodar sleepers and fully ballasted and fenced. The new length of line runs between the City and Arsenal. The old line from Hussainiwala to Ferozepore Cantonment, which runs on the further side of the Arsenal from the City, has not been dismantled but is closed for traffic. The rails on the Kaiser-i-Hind bridge are 75lb. flat-footed steel.</p>	<p>The construction of the branch line from Ráewind to Ganda Singhwála was sanctioned on the 9th November 1882, and an extension of the branch from Ganda Singhwála to the boat bridge over the Sutlej opposite Ferozepore was sanctioned on the 2nd October 1883. The Kaiser-i-Hind bridge over the Sutlej near Ferozepore was opened on the 8th May 1887.</p>
<p>The line is three-fourths ballasted, and the banks and bridges have been made up to the full width of 20 feet for a single track.</p>	<p>The construction of the branch from Hussainiwala to Ferozepore City was sanctioned on the 29th October 1891, and was opened for traffic on the 1st October 1892.</p>
<p>The old rail bridge across the Dehmu creek has been replaced by 4 spans of 40-feet girders on brick piers and from this to the Kaiser-i-Hind bridge and thence on to Hussainiwala the line is carried on a raised embankment through the old bed of the river.</p>	
<p>The Kaiser-i-Hind bridge consists of 27 spans of 150 feet new pattern steel girders on brick piers, 26½ feet by 14½ feet, with rounded cut-waters. The piers are built on wells, 23 feet in diameter, headed with Portland cement concrete. The railway is carried on the lower booms, and a cart road on the upper booms. Extensive protective works were made to train the river through the bridge.</p>	<p>The survey of the Pathámkot branch was undertaken by the Government of the Punjab in 1879, and its construction was sanctioned on the 6th December 1881. The line was at first worked, under agreement, by the North Western State railway. It was absorbed into the North Western State railway system on the 1st April 1892.</p>
<p>The Ferozepore branch is wholly fenced.</p>	
<p>The Pathámkot branch commences from Amritsar station with a curve of 3,500 feet radius, and runs practically along a watershed the whole way to Pathámkot. The only bridges of any importance are those which cross the Bari Doab canal and its branches. The line presented no engineering difficulties; the rise on the whole length between Amritsar and Pathámkot is 326·45 feet, the steepest gradient being 1 in 170, and the sharpest curve of a radius of 2,000 feet.</p>	
<p>Steel rails, 64·70 miles with 62lb. flat-footed, and 2·00 miles with 68lb. double-headed rails, have been used.</p>	
<p>The whole line is fenced. The line from Golra junction to Khusálgarh is constructed for a single track.</p>	
<p>The rails are flat-footed steel, 62lb. to the yard, spiked to transverse wooden sleepers, except 1·25 miles which are on steel sleepers.</p>	
<p>The Khusálgarh branch is unfenced, except at stations.</p>	

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles. Miles.	Miles.	Miles.
8 (a)	North Western— <i>contd.</i>		
	(5' 6" gauge). Brought forward . 70'16	1,981'07	Brought forward { 1,975'00 70'16
	FRONTIER SECTION (Military)— <i>contd.</i>		FRONTIER SECTION (Military)— <i>contd.</i>
	Sind-Sagar railway—		Sind-Sagar railway—
	Main line—		Main line—
	Lála Músa (82'37 miles from Lahore) to Malakwál . 44'97		Lála Musa to Malakwál . 10-2-86 44'97
	Malakwál to Chenab west bank . 294'75		Malakwál to Bhakkar . 15-8-87 175'04
	Chenab west bank to Chenab east bank . 2'49		Bhakkar to Chenab west bank . 22-1-87 119'71
	Chenab east bank to Sher Shah . 2'39	344'60	Chenab west bank to Chenab east bank . 1-2-90 2'49
			Chenab east bank to Sher Shah . 1-1-89 2'39
			344'60
	Branches—		Branches—
	Bhera branch—		
	Malakwál to Bhera . 18'10		Malakwál to Bhera . 15-3-87 18'10
	Bhaganwala branch—		
	Haranpur to Bhaganwala . 10'84		Haranpur to Bhaganwala— For goods traffic . 10'84
	Khewra branch—		
	Chalisa junction to Khewra salt mines . 6'36		Chalisa junction to Khewra salt mines . 15-8-87 6'36
	Khewra to Dandot . 2'15	8'51	Khewra to Dandot— For coal traffic . 1-8-89 2'15
	Mari branch—		
	Kundián to Miánwáli . 9'00		Kundián to Mári . 15-3-92 36'32
	Miánwáli to Mári . 27'32	36'32	
	Dera Gházi Khan branch—		
	Mahmud Kot to Gházi ghât . 11'27	85'04	Mahmud Kot to Gházi ghât 1-4-87 11'27
			85'04
	Carried over 499'80	1,981'07	Carried over { 1,975'03 499'80



## DIX 7—continued.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Appendix 7.  
History of Railways.

Details of construction.	REMARKS.												
<p>The Sind-Sagar eastern section (formerly known as the Salt branch of the Punjab Northern state railway) was originally laid for a 3' 3½" gauge single track with 40lb. rails. It has since been converted into a single 5' 6" gauge line. From Lāla Mūsa Junction to Malakwāl the rails are flat-footed steel 75lb. to the yard, laid on transverse wooden sleepers; and from Malakwāl to Behra the rails, taken from the main line, are old iron flat-footed 60lb. to the yard, laid on wooden sleepers.</p> <p>The rails used on the Sind-Sagar western section are steel, 75lb. to the yard, 200·65 miles on steel sleepers, 0·92 mile on steel and wood mixed, and the remainder with wooden sleepers.</p> <p>The steepest gradient on the main line is 1 in 100.</p> <p>The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank.</p> <p>The permanent-way on the Bhaganwala branch consists of iron flat-footed 60lb. and double-headed 68lb. iron rails laid on serviceable deodar, steel and oval pot sleepers. The line is a surface one without bridges, all cross drainage being dealt with by boulder dips.</p> <p>On the Khewra branch there are two gradients; one 0·76 mile long of 1 in 53·54 and 0·83 mile of 1 in 60, and another 0·46 mile long of 1 in 100.</p> <p>The sharpest curve on the main line is 3°, on the branches 818·5 feet is the sharpest, except on the Khewra branch, where there are five curves of 1,000 feet radius.</p> <p>The earthwork is light throughout.</p> <p>The bridging is light. With the exception of the bridge over the river Jhelum between Malakwāl and Haranpur, the only important works are three bridges aggregating 9 spans of 40 feet on wells sunk 30 feet below the level of the bed of the river.</p> <p>On the Kundiān-Miānwāli section of the Māri branch the permanent-way consists of 75lb. flat-footed steel rails laid on steel trough sleepers, the ballast used being sand with a capping of ballast 4 feet per foot run. The Miānwāli-Māri section is laid 18·30 miles with second-hand iron rails, 60lb. to the yard, on wooden sleepers and 9·02 miles with 75lb. steel rails on wooden sleepers and ballasted with 8 cubic feet of shingle per foot run.</p> <p>The branch is unfenced throughout.</p> <p>The bridging is light between Kundiān and Miānwāli, but is heavy between Miānwāli and Māri, especially towards Māri. The largest is the bridge of 5 spans of 40-foot girders over the Jabba nullah.</p> <p>The ruling gradient is 1 in 200, and the sharpest curve is 1,433 feet in radius.</p> <p>On the Dera Ghāzi Khan branch there is a bridge of 2 spans of 100 feet, with rails on the bottom booms, over the Chitta Wah, a branch of the river Indus. The foundations are on wells sunk 30 feet below low-water level. Over the river Khewra, on the Khewra branch, is a bridge of 4 spans of 40 feet on a gradient of 1 in 53·54.</p>	<p>The Sind-Sagar line connects the frontier stations of Dera Ismail Khan and Dera Ghāzi Khan with the Indian railway systems.</p> <p>The orders for the survey were issued in October 1884 and in December 1884 the Government sanctioned the construction of the Victoria bridge over the Jhelum at Chak Nizam and the work on the portion of the line (3·50 miles) between Malakwāl and the Jhelum river.</p> <p>The line from Haranpur to Bhaganwala was sanctioned as a siding on the 13th July 1894 primarily for developing the new colliery at Bhaganwala. It was subsequently opened for passenger traffic.</p> <p>The lengths from Kundiān to Miānwāli and Miānwāli to Māri were sanctioned for construction on the 27th February 1886 and the 10th December 1889, respectively.</p> <p>The branch runs parallel to the Indus, ending at Māri on the Indus opposite Kalabagh.</p> <p>The lines from Lāla Mūsa to Malakwāl and from Malakwāl to Bhera have replaced the old 3' 3½" gauge, viz.:</p> <table> <tr> <td>Lāla Mūsa to Miani on the Jhelum</td><td></td></tr> <tr> <td>    opposite Pind Dādan Khān</td><td>53·96</td></tr> <tr> <td>Miani to Bhera</td><td>9·11</td></tr> <tr> <td>Miani to Khewra (abandoned)</td><td>10·00</td></tr> <tr> <td></td><td><hr/></td></tr> <tr> <td></td><td>73·07</td></tr> </table> <p>The dates of opening of the 3' 3½" gauge line were as follows:</p> <p>Lāla Mūsa to Bahā-ud-din (28·46 miles) on the 1st January 1880.</p>	Lāla Mūsa to Miani on the Jhelum		opposite Pind Dādan Khān	53·96	Miani to Bhera	9·11	Miani to Khewra (abandoned)	10·00		<hr/>		73·07
Lāla Mūsa to Miani on the Jhelum													
opposite Pind Dādan Khān	53·96												
Miani to Bhera	9·11												
Miani to Khewra (abandoned)	10·00												
	<hr/>												
	73·07												

## Appendix 7. History of Railways.

## APPEN

### *History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

[illegible]

\* The total length from Mári to Campbellpore Cantonment is 99.96 miles, of which 72.36 miles are new line and 18.60 miles are a part of the existing Khushilgarh branch of the North Western State railway.

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.								
<p>The bridge over the Chenab at Sher Shah was opened on the 1st February 1890. It consists of 17 spans of 200 feet on double hexagonal wells founded 107 feet below rail-level, and 75 feet below low-water, and has a roadway on the same level as the rails, 15' wide between girders and 14' 6" headway at centre from rail-level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with teak scantlings. A special feature of the bridge is the reduction of water-way effected as compared with other works of its class.</p> <p>The Victoria bridge over the river Jhelum near Chak Nizam was opened on the 16th May 1887. It consists of 17 spans of 150 feet steel girders, and is founded on single wells of 25 feet external diameter and sunk 82 feet below low-water level.</p> <p>The wells of the Victoria bridge are continued as piers to girder-bed level. The brick steining is 5½ feet thick. All the wells are hearted with a 10 feet plug of Portland cement concrete, above which is ordinary semi-hydraulic lime concrete, the tops of the piers being finished off with solid brick masonry over the concrete. The girders are the ordinary triangulated type with rails on bottom booms. The cross girders are lengthened out on each side to support two footways.</p> <p>Somewhat extensive protective works have been carried out to train the river through the bridge.</p> <p>This line is being laid with flat-footed steel rails, 75 lbs. to the yard, on deodar sleepers and will not for the present be ballasted and the formation will be only 16½' wide.</p> <p>The ruling gradient is 1 in 90 and sharpest curve 3° or 1,910' radius.</p> <p>For the present the line will cross the Jam Nullah by a diversion at Nullah bed level.</p> <p>This is the only place on the line requiring any considerable waterway. For the rest of the way the line is practically a surface line with a few small culverts and syphons chiefly for irrigation purposes.</p> <p>This scheme completes the Cis-Indus line from Attock to Rohri through the mountainous track of the Sind-Sagar-Kohistan.</p> <p>The works are those of a ghât line of the heaviest class. There are eleven tunnels aggregating 2·27 miles in length, besides several heavy rock cuttings and seven viaducts over 100 feet, as also other heavy bridging.</p> <p>The sharpest curve, which is 0·19 mile long, has a radius of 1,110' feet, and is situated between 62·02 and 62·21 miles from Campbellpore Contonment.</p> <p>The ruling gradient is 1 in 83 compensated and such grades occur as under :</p> <table data-bbox="77 1835 693 1983"> <tr> <td></td><td>Miles.</td></tr> <tr> <td>Cambelpore Contonment to Basál</td><td>· 9 37</td></tr> <tr> <td>Langar to Daud Khel</td><td>· 17 36</td></tr> <tr> <td></td><td>26 73</td></tr> </table> <p>On the Campbellpore-Basál section the line is laid with 75lbs. flat-footed steel rails 18·00 miles on wooden sleepers, 62lbs. flat-footed steel rails 0·45 miles on steel sleepers. On the Jand-Daud Khel section the rails are 62lbs. flat-footed steel 10·36 miles on wooden sleepers, and 1·55 miles on steel sleepers, 38·55 miles of 75lbs. flat-footed steel rails on wooden sleepers, and 3·45 miles of 64lbs. double-headed steel rails on wooden sleepers.</p> <p>The length from Ruk to Sibi is a single line, and the permanent-way is of several varieties, comprising 62lbs. steel rails on wooden sleepers, 68lbs. double-headed rails on cast-iron pots, 82 lbs. East Indian railway (very old)</p>		Miles.	Cambelpore Contonment to Basál	· 9 37	Langar to Daud Khel	· 17 36		26 73	<p>Bahá-ud-din to Hariah (10·52 miles) on the 1st February 1880.</p> <p>Hariah to Miani (14·98 miles) on the 10th April 1880.</p> <p>Miani to Bhera (9·11 miles) on the 2nd February 1882.</p> <p>Miani to Khewra (10 miles) on the 1st January 1883.</p> <p>This line is being constructed purely as a military siding for the conveyance of troops and stores.</p> <p>Orders for the survey and construction of the section from Ruk to Sibi issued in October 1879.</p>
	Miles.								
Cambelpore Contonment to Basál	· 9 37								
Langar to Daud Khel	· 17 36								
	26 73								

**Appendix 7.**  
**History of Railways.**

**APPEN***History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles. Miles.	Miles.	Miles.
8 (a)	North Western— <i>contd.</i> (5' 6" gauge). Brought forward . . . . . 919'29	1,981'07	Brought forward . . . . . { 1,975'03 908'16
	FRONTIER SECTION (Military)— <i>contd.</i>		FRONTIER SECTION (Military)— <i>contd.</i>
	<i>Mushkaf-Bolan railway—</i> Sibi (Point No. 51) to distant signal 0'83 Sibi distant signal to Nari Bank . . . 3'98 Nari Bank to Kolpur . . . . . 57'00 Kolpur to Quetta south distant signal . . . . . 24'93 86'74		<i>Mushkaf-Bolan railway—</i> Sibi (Point No 51) to Quetta south distant signal . . . . . (a) 15-4-97 86'74
	Carried over . . . . . 1,006'03	1,981'07	Carried over . . . . . { 1,975'03 994'90

(a) The railway was utilised for the carriage of both goods and passengers for a short period in November 1896, while traffic was suspended on the Sind-Pishin section owing to the line being breached, but the line was actually opened on the 15th April 1897.

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>rails, and 84lb. Great Indian Peninsula steel bull-headed rails on wooden sleepers and 75 lb. steel flat-footed on wooden and Indian Midland oval pot sleepers on the 31st December 1899.</p> <p>From Sibi for a length of 38·87 miles the line is laid with double-headed rails, 75lb. to the yard, on Denham-Olphert's sleepers. Except the small portions on bridges where there are 75 lb. flat-footed steel rails on wooden sleepers, the remainder of the line is laid with flat-footed steel rails, 75lb. to the yard, on steel troughs sleepers.</p> <p>The line throughout has been constructed for a single track only, except from Gulistán to Chaman, which is double.</p> <p>Ruling gradients are—</p> <ul style="list-style-type: none"> <li>1 in 200 between Sibi and Nári.</li> <li>1 in 55 between Nári and Dalújal.</li> <li>1 in 68·4 between Dalújal and Spintangi</li> <li>1 in 55 between Spintangi and Nákus.</li> <li>1 in 45 between Nákus and Sharigh.</li> <li>1 in 50 between Sharigh and Khost.</li> <li>1 in 42·3 between Khost and Khanai.</li> <li>1 in 81·2 between Khanai and Bostán.</li> <li>1 in 100 between Bostán and Gulistán.</li> <li>1 in 39·8 between Gulistán and Chaman.</li> </ul> <p>From Nári (459th mile from Kíamári) to Spintangi (494th mile) and from Dirgi (543rd mile) to Khanai (575th mile), 67 miles in all, work was exceptionally heavy in bridging, tunnelling and earthwork. At the Khojak pass (610th mile) the Khojak tunnel, 2½ mil's long, occurs; the approaches to it on either side involve very heavy earthwork.</p> <p>The Sind-Pishin main line is fenced from Ruk Junction to Jhatpat; the remainder of the line is unfenced.</p> <p>The line from the Bolán Junction station, and from the Sibi station, follows the old Quetta loop to Nári Bank station, about 5 miles from Sibi and 456·78 miles from Kurrachee. The old Bolán railway (Quetta loop) from Nári Bank, <i>via</i> Kundalani to Hirók, has been dismantled except the first portion from Nári bank to Rindli.</p> <p>The new line just constructed is on a completely new alignment between Nári Bank and Kolpur, the actual length of the construction works being 57 miles. from Nári Bank to the mouth of the Mushkaf Gorge (464 miles from Kurrachee), <i>via</i> Sibi the line is over flat ground with light works, between 464 and 466 miles the country is very difficult, involving six tunnels and two large bridges over the Mushkaf river. From 466 to 477 the country is more open, but the line crosses the Mushkaf river twice and has two tunnels. On the 478th mile is the Panir tunnel, 3,218 feet long, through a high range of limestone hills dividing the Mushkaf from the Bolán valley, the latter being 200 feet lower than the former. For the first 6 miles along the Bolán valley the works are very heavy, there being five tunnels of varying lengths, some exceptionally high embankments, and long deep rock cuttings.</p> <p>Thence to Mach at mile 498·37, the works are lighter, being generally on embankments; but the bridges are very numerous, especially between mileages 481 and 491 where the line winds along the undulating slopes near the base of the hills on the east of the Bolán valley. Mach is an engine changing station about 3,250 feet above the sea. From Mach to Hirok (mile 506·35) the works are comparatively light, with the exception of the heavy cuttings on the south and the high embankment on the north approaches to the Hannar Nulla bridge, and a tunnel at Siri-Bolán.</p>	<p>Sanction was given for the construction of the Bostán-Gulistán section in May 1885, and of the Gulistán-Chaman section in November 1887.</p> <p>The re-grading of the line between Sibi and Nákus has been completed; there is now no grade on that section virtually steeper than 1 in 55.</p> <p>The surveys of the Upper Bolán between Hirok and Kolpur were commenced about the middle of November 1890, and between Sibi and Hirok about the beginning of January 1891.</p> <p>The line was sanctioned for construction in October 1891, and orders for commencement of preliminary work issued in November 1891.</p> <p>The estimates were for a single line of railway on the standard gauge. Orders were afterwards received to make the tunnels and bridges for a double line.</p> <p>Revised estimates, showing the probable cost of this railway with all the tunnels and bridges made suitable for a double line, were sanctioned in December 1893.</p> <p>The line between A-bi-Gum and Kolpur is double.</p> <p>The Mushkaf-Bolan railway was incorporated with the North Western State railway from the 31st May 1896.</p>

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles. Miles.	Miles.	Miles.
8 (a)	North Western—concl'd. (5' 6" gauge).		
	Brought forward . . . 1,006'03	1,981'07	Brought forward { 1,975'03 994'90
	FRONTIER SECTION (Military)—concl'd.		FRONTIER SECTION (Military)—concl'd.
	<i>Quetta loop—</i> Quetta south distant signal to Bostán (Point No. 1) . . . 20'59 Nari Bank to Rindli ( <i>Rindli</i> <i>branch</i> ) . . . 13'81 Mithri chord (in Quetta district) . . . 0'60 Mithri chord (in Sukkur district) . . . 0'74 35'74	1,041'77	<i>Quetta loop—</i> Quetta south distant signal to Bostán (Point No. 1) . . . 28-8-87 20'59 Nari Bank to Rindli . . . 13'81 Mithri chord . . . 1-1-98 1'34 Total Quetta loop . . . 35'74 TOTAL FRONTIER SECTION 1,030'64 DOUBLE—MAIN LINE AND BRANCHES—(COM- MERCIAL)— Kiámári to Kurrachee City . . . 30-6-97 3'06 Kurrachee City to Kurrachee Cantonment . . . 13-5-61 2'30 Kurrachee Cantonment to Pipri . . . 20-6-97 20'75 Pipri to Kotri . . . 3-5-98 81'89 Meean Meer East to Meean Meer West . . . 10-12-91 2'13 110'13 Gulistán to Chaman . . . 20-9-92 36'82 A-bi-Gum to Kolpur . . . 23'54 TOTAL DOUBLE LINE . . . 170'49
	TOTAL . . . 3,022'84		TOTAL OPEN MILEAGE . . . 3,005'67

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.						REMARKS.
<p>Between Hirok and Kolpur (513·80 mile) the works are again very heavy, involving numerous heavy rock cuttings, four tunnels, and two arched cuttings, long retaining walls and a number of large bridges, besides those for nine different crossings of the Bolán torrent at levels high above the torrent beds.</p> <p>From Sibi to Nari Bank mile 457·05 the permanent-way consists of 75 lb. double-headed rails and Denham-Olphert's sleepers. From Nari Bank, mile 457·05 to mile 461·25, 75 lb. double-headed and cast-iron chairs and deodar sleepers. From mile 461½ to mile 484·60, 75lb. double-headed rails on Denham-Olphert's sleepers. From mile 484·60 to mile 490·45, 75lb. flat-footed rails on steel sleepers. From mile 490·45 to Kolpur, mile 414·00, 100 lb. flat-footed rails on steel sleepers, and from Kolpur, mile 414·00 to Quetta, 75lb. flat-footed rails on steel sleepers.</p> <p>This section is unfenced.</p> <p>The Quetta-Bostán section has been laid with 75 lb flat-footed rails on steel sleepers.</p> <p>The works are light and the ruling gradient is 1 in 93·6.</p> <p>This section is unfenced.</p> <p>The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet:</p>						
SECTION OF LINE.	LENGTH OF GRA-DIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.
	10 and less	11 to 10	11 to 100	Length	Radii.	
North Western—	Miles.	Miles.	Miles.	Miles.	Feet.	<p>The Jammu and Kashmir and Rájura-Bhátinda rail-ways are worked by the North Western State railway. The terms of working will be found in Appendices A to this report and V to Part II of the Railway Admin-istration Report for 1892-93, respectively.</p>
Lahore district (100)	...	...	0·21	...	...	
Rawalpindi* (100)	...	...	120·12	...	...	
Mile 955·50 between Lahore and Rawalpindi	...	...	...	0·21	955	
Sind-Sagar, Main line—						
Between Haranpur and Chalisa (100)	...	...	0·06	...	...	
Khasiágarh branch	1·23	12·42	9·21	...	...	
Bhaganwala „ (100)	...	...	0·43	...	...	
Khewra „	...	1·59	0·45	...	...	
Sukkur bandar „ (100)	...	0·08	...	...	...	
Sind Pishin—						
Sibi to Nákus	...	30·43	5·58	6·49	Varying from 455 to 990 ft.	
Nákus to Bostán	22·70	18·96	6·83	10·18	Varying from 500 to 980 ft.	
Bostán to Yaru	...	...	1·42	...	...	
Gulistán to Chaman	25·14	3·16	1·24	7·56	Varying from 772 to 988 ft.	
Bostán to Quetta	...	...	5·10	0·20	Varying from 550 to 980 ft.	
Mushkaf Bolan—						
Sibi to A-bi-Gum	...	19·46	4·20	...	...	
A-bi-Gum to Mach	6·96	0·13	...	0·19	846 ft.	
Mach to Kolpur	14·21	0·38	...	0·90	Varying from 900 to 955 ft.	
Kolpur to Quetta	...	...	2·70	...	...	

The Jammu and Kashmir and Rájura-Bhátinda railways are worked by the North Western State railway. The terms of working will be found in Appendices AA to this report and V to Part II of the Railway Administration Report for 1892-93, respectively.

\* Including Mari Attock.

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railway constructed and in progress*

NOTE—On account of the earlier issue of this Appendix this year.

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
3 (f)	Nowshera-Dargai— (2' 6" gauge).	Miles.	
	Nowshera to Dargai . . . . .	40'44	



DIX 7—continued.

Appendix V.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The permanent way consists of flat-footed steel rails, 33 lb. to the yard, laid on deodar sleepers and fully ballasted. The country is easy, the ruling gradient being 1 in 100 and the sharpest curve 12° or 477' radius.</p> <p>The only important engineering works are the bridges over the Bhagiara and Lakhora nullas.</p> <p>The former consists of one span of nearly 100', one of 60' and one of 40'; the latter of two of nearly 100' and two of 40'.</p> <p>The line is not fenced.</p>	

[illegible]

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																						
<p>Land is taken up for a double line, but the formation is for a single way; between Lucknow and Bara Banki (late Nawabganj) the masonry of bridges is constructed for a double line.</p> <p>The permanent-way at first adopted for the system was a 60 lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back, sleepers.</p> <p>The Cawnpore branch which was originally laid with 36 lb. iron rails on corrugated iron pressure plates was afterwards relaid with 61b. iron on cast-iron bowls. These have since been entirely removed and have been replaced 19·80 miles by 60 lb. and 25·40 miles by 75 lb. steel rails on deodar and sál sleepers, all but 0·25 mile.</p> <p>Up to 1889 the original iron rails had been replaced by 60 lb. steel rails, and since 1889 all renewals have been made with 75 lb. steel rails of the Indian State Railway pattern.</p> <p>On the northern extension, from Moradabad to Saháranpur and the Hardwar branch (with the exception of 0·03 mile laid with 60 lb. iron rails), 75 lb. steel rails were originally laid on steel bowls. Renewals of sleepers are made either with steel bowls still in stock or with cast-iron bowls locally made.</p> <p>The Rae Bareilly-Benares branch is constructed for a single line, and is used as chord between Benares Cantonment and Lucknow and forms the main line between these two stations. The works generally are light, the largest bridges being—</p> <table> <tr> <td>Sai . . . . .</td><td>4 spans of 100 feet.</td></tr> <tr> <td>Chamoor . . . . .</td><td>4 " 60 "</td></tr> <tr> <td>Bakli . . . . .</td><td>3 " 60 "</td></tr> <tr> <td>Burna . . . . .</td><td>6 " 40 "</td></tr> <tr> <td>Murna . . . . .</td><td>3 " 40 "</td></tr> <tr> <td>Mile 76 . . . . .</td><td>5 " 20 "</td></tr> <tr> <td>Naia Nala I . . . . .</td><td>2 " 40 "</td></tr> <tr> <td>Naia Nala II . . . . .</td><td>2 " 40 "</td></tr> <tr> <td>Rammaga . . . . .</td><td>2 " 40 "</td></tr> <tr> <td>Naia . . . . .</td><td>1 " 40 "</td></tr> <tr> <td>Spill . . . . .</td><td>3 " 20 "</td></tr> </table> <p>Besides these, there are a number of smaller bridges and numerous irrigation drains.</p> <p>The line is fenced with wire and stone posts.</p> <p>The ruling gradient is 1 in 500 and sharpest curve is 2,865 feet.</p> <p>The permanent-way consists of flat-footed steel rails 75 lb. to the yard and transverse sál wood sleepers.</p> <p>The ballast is of kunkur throughout and is obtained locally.</p> <p>The permanent-way for the Bareilly-Rámpur-Moradabad railway (now a part of the main line) is 75 lb. steel rails of the Indian State Railway pattern, laid on steel trough sleepers.</p> <p>The whole of the Aligarh branch has been relaid with 60 lb. steel rails and with 4 miles of steel sleepers, the remainder being pots. On the Bahramghat branch all the rails are 60 lb. iron with 4 miles of wrought-iron saddle sleepers, the rest being of wood. The Ajodhya ghát branch is laid with 60 lb. steel rails and with steel sleepers.</p>	Sai . . . . .	4 spans of 100 feet.	Chamoor . . . . .	4 " 60 "	Bakli . . . . .	3 " 60 "	Burna . . . . .	6 " 40 "	Murna . . . . .	3 " 40 "	Mile 76 . . . . .	5 " 20 "	Naia Nala I . . . . .	2 " 40 "	Naia Nala II . . . . .	2 " 40 "	Rammaga . . . . .	2 " 40 "	Naia . . . . .	1 " 40 "	Spill . . . . .	3 " 20 "	<p>The branch from Lucknow to Cawnpore was commenced in January 1864. Like the Nalháti and Azámganj lines, this branch was begun under subsidy by the Indian Branch Railway Company, but a guarantee was subsequently granted.</p> <p>In 1880 the company was relieved from its obligation under original contract to make a line of railway from Buxar to Akbarpur, and it was agreed that in lieu thereof the company should construct a bridge over the Ganges at Benares and should form a junction with the East Indian railway at Moghal Sarai. The work was started in 1881, and the Dufferin bridge over the Ganges was opened for traffic on the 1st October 1887. The Oudh and Rohilkhand railway at the same time took over the Benares branch of the East Indian railway between Moghal Sarai Junction station and the Dufferin bridge.</p> <p>Sanction to the construction of the Lucknow-Rae Bareilly-Jaunpur line was given on the 5th August 1891. The section from Lucknow to Rae Bareilly was opened for traffic in October 1893.</p> <p>The construction of the Moradabad-Saháranpur extension was sanctioned on the 29th August 1881, and the Oudh and Rohilkhand Railway Company commenced the work for Government pending negotiations as to its incorporation in the general system of that company.</p> <p>The Bareilly-Rámpur-Moradabad line was sanctioned for construction on the 4th December 1891, and on its opening was treated as a part of the main line, the original line <i>via</i> Chandausi being regarded as a Loop.</p> <p>The inclusion of the Roorkee-Hardwar line in the extension was sanctioned on the 17th February 1883, but this route was subsequently abandoned in favour of that from Lhaksar to Hardwar, sanction to which was given on 15th May 1883.</p> <p>Sanction to the construction of the Moradabad line and Hardwar branch as an integral part of the company's undertaking was given on the 10th September 1883.</p> <p>Sanction to the construction of the Ajodhya ghát branch was given on the 16th December 1884.</p>
Sai . . . . .	4 spans of 100 feet.																						
Chamoor . . . . .	4 " 60 "																						
Bakli . . . . .	3 " 60 "																						
Burna . . . . .	6 " 40 "																						
Murna . . . . .	3 " 40 "																						
Mile 76 . . . . .	5 " 20 "																						
Naia Nala I . . . . .	2 " 40 "																						
Naia Nala II . . . . .	2 " 40 "																						
Rammaga . . . . .	2 " 40 "																						
Naia . . . . .	1 " 40 "																						
Spill . . . . .	3 " 20 "																						

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

Note.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
7 (a)	<p><b>Oudh and Rohilkhand—concl'd.</b></p> <p>(5' 6" gauge):</p> <p>Brought forward . . . 234.62</p> <p><i>Branches—concl'd.</i></p> <p>Najibabad Junction (472.02 miles from Moghal Sarai <i>via</i> the chord line) to the right bank of the Koh river opposite Kotdwara (<i>Kotdwara branch</i>) . . . 15.19</p>	<p>Miles.</p> <p>Miles.</p> <p>787.72</p> <p>249.81</p>	<p>Brought forward . . . 1,005.28</p> <p><i>Branches—concl'd.</i></p> <p><i>Hardwar branch—</i></p> <p>Lhaksar Junction to left bank Ganges canal near Jawalapur . . . 1-1-86 . . . 13.53</p> <p>Left bank Ganges canal near Jawalapur to Hardwar . . . 20-8-86 . . . 3.53</p> <p><u>17.06</u></p> <p><i>Kotdwara branch—</i></p> <p>Najibabad Junction to the right bank of the Koh river opposite Kotdwara . . . 24-12-96 . . . 15.19</p> <p><u>1,037.53</u></p>
	TOTAL .	1,037.53	TOTAL OPEN MILEAGE . 1,037.53
10 (i)	<p><b>Palampur-Deesa—</b></p> <p>(3' 3 1/2" gauge).</p> <p>Palampur (496.75 miles from Delhi on the Rajputana-Malwa railway) to the cantonment of Deesa . . . . .</p>	<p>Miles.</p> <p>17.28</p>	<p>Miles.</p> <p>Palampur to Deesa—</p> <p>For goods traffic . . . 8-11-93 } 17.28</p> <p>For passenger traffic . . . 25-11-93 }</p>

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.						REMARKS.
The length of permanent-way of the different types as existing on 31st December 1899 is shown in the following table.						Sanction to the construction of the Kotdwára branch, which will serve the military station of Lansdowne, was accorded in October 1895. A tramway, constructed at the expense of Messrs. Carew & Co., connects the Rosa Sugar Factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only. The Powayan steam tramway joins the Oudh and Rohilkhand State railway at Sháhjahánpnr, 4½ miles from Rosa station. The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed company on the 1st January 1889. Orders for construction of the Rae Bareli-Benares line were issued in October 1895. Work commenced in December of the same year, and on its opening was treated as part of the main line.
Rails.						
LOCALITY.	60 lb. flat-footed iron rail.	60 lb. flat-footed steel rail.	75 lb. flat-footed Indian State railway steel rail.	75 lb. flat-footed Oudh and Rohilkhand railway pattern steel rail.	TOTAL.	
	Miles.	Miles.	Miles.	Miles.	Miles.	
Main line including the chord from Benares to Lucknow	0·03	0·57	398·12	119·47	518·19	
Loop line Benares to Lucknow	0·49	34·95	163·59	...	199·03	
Loop line Bareilly to Moradabad	28·67	36·41	...	5·42	70·50	
Ránpáli to Ajodhya ghát	0·51	2·71	...	...	3·22	
Lucknow to Cawnpore	0·25	15·80	25·40	...	45·45	
Barabanki to Bahramghat	21·52	...	...	...	21·52	
Chandausi to Aligarh	...	60·60	...	...	60·60	
Najibabad to Kotdwara	15·06	0·13	...	...	15·19	
Lhaksar to Hardwar	0·03	0·05	...	16·98	17·06	
TOTAL	66·56	155·22	587·11	141·87	950·76	
Sleepers.						
Cast-iron oval bowl, and plate.	Wrought-iron saddle.	Steel McLellan and Smith's patent.	Steel trough.	Wooden.	TOTAL.	
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
349·36	59·62	203·10	92·43	235·75	9,050·76	
There are four kinds of ballast in use on the line, viz., sand or earth with a covering of broken brick or kunker, kunker, stone, and shingle. The permanent-way for the Lucknow-Rae Bareli line is 75 lb. steel rails of the Indian State railway pattern, laid partly on deodar and partly on steel trough sleepers. The line, with the exception of 19 miles, is fenced throughout with wire fencing. There are no gradients so steep as 1 in 100 or curves under a radius of 1,000 feet. With the exception of 0·50 mile laid with 60 lb. steel rails, the permanent-way for the Kotdwara branch consists of second-hand 60 lb. iron rails laid partly on cast-iron oval bowl and partly on wrought-iron saddle back sleepers removed from the main line. The ruling gradient on this branch is 1 in 100, of which there are five in number situated between miles 5 and 15 and aggregate 2·84 miles in length. There are no curves under a radius of 1,000 feet.						
This line is constructed for a single track with substructure suitable for 5' 6" gauge. The rails are iron, 40lb. to the yard, laid on Denham-Olphert's cast iron sleepers or on steel dish cover sleepers taken from the main line. The line traverses an easy country, and there have been no engineering difficulties. The line is well-ballasted to a full section, shingle being used on the Deesa end, and broken line stone ballast at the Pálanpur end. The entire length with the exception of a little wire fencing at mile 2 is fenced with cactus. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 150 and aggregates 8·58 miles in length.						The line was sanctioned for construction on the 22nd March 1892. The Pálanpur Darbar provided the land free and contributed the sum of Rs. 1,85,000. The Government of India provided the money required to construct the line, and stores from stock so far as available. The latter has also to provide such capital for improvements and additions to the open line as may, from time to time, be necessary. The branch line is maintained and worked by the Bombay, Baroda and Central India Railway Company, under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1893-94.

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of the line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
10 (l)	<b>Petlad-Cambay—</b> (5' 6" gauge). Petlad to Cambay . . . . .	20'75	
24 (d)	<b>Pondicherry—</b> Left bank of the Gingee river (French frontier) or (16'48 miles from Villuputam on the Pondi- cherry branch. South Indian railway) to Pondi- cherry . . . . .	7'85	Left bank of the Gingee river to Pondicherry . . . . . 15-12-79 7'85
4 (b)	<b>Raipur-Dhamtari—</b> (2' 6" gauge). Raipur (187'52 miles from Nágpur) to Dhamtari . . . . . 45'74 <i>Branch—</i> Abhanpur (17'00 miles from Raipur) to Rajim ( <i>Rajim branch</i> ) . . . . . 10'50  TOTAL . . . . .	Miles.       56'24	Miles.  <i>Raipur to Kurud—</i> For goods traffic . . . . . 10-9-00 31'50 <i>Kurud to Dhamtari—</i> For goods traffic . . . . . 17-12-00 14'24 <i>Branch—</i> Abhanpur to Rajim— For goods traffic . . . . . 15-11-09 10'50  Total open mileage . . . . . 56'24
10 (k)	<b>Rajpipla—</b> (2' 6" gauge). Anklesvar [198 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] <i>via</i> Raj- Párdi to Nandod . . . . .	37'37	Miles. Anklesvar to Raj-Párdi . . . . . 1-7-97 19'03 Raj-Párdi to Umalla . . . . . 19-1-99 4'95 Umalla to Amletha . . . . . 1-6-99 7'85 Amletha to Nandod . . . . . 20-7-99 5'54  TOTAL OPEN MILEAGE . . . . . 37'37

DIX 7--continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.		REMARKS.													
<p>The ruling gradient is 1 in 100 of which there are 2 in number aggregating 1.10 miles in length. There are no curves under a radius of 1,433 feet.</p> <p>The permanent-way will consist of 66½lb. flat-footed steel rails on creosoted pine sleepers and gravel ballast. The line will not be fenced except round station yards.</p>		<p>The line will be constructed and worked by the Bombay, Baroda and Central India Railway Company on behalf of the Baroda and Cambay Durbars, who will provide funds for its construction.</p>													
<p>The line is single and is laid with 40lb. iron rails on wooden sleepers; except on the approaches to and over the Gingee bridge, where 50lb. bull-headed steel rails on pot sleepers and 56lb. flat-footed steel rails have been respectively adopted.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>		<p>This line was undertaken by the Pondicherry Railway Company, Limited, under a concession made by the French Government. It was sanctioned for construction in June 1878.</p> <p>This line is worked and maintained by the South Indian Railway Company under an agreement. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—vide Appendix Z to Part II of the Railway Administration Report for 1894-95.</p>													
<p>The line will be laid with 31½lb. flat-footed steel rails and timber sleepers.</p>		<p>The survey was ordered in September 1896 and completed in March 1897. Construction of portions of the line finally surveyed was sanctioned on the 3rd March 1897. The line forms an integral part of the Bengal-Nágpur railway.</p>													
<p>The line is laid with 41½lb iron rails on half round jungle teak sleepers with sand ballast. The width at formation level is 12 feet. There is one bridge of 5 spans and one of 4 spans of 60 feet, three of 2 spans of 60 feet each, two of 2 spans of 40 feet, one of 1 span of 40 feet, one of 3 spans of 30 feet and 2 of 3 spans of 20 feet, beside a large number of minor bridges.</p> <p>There are no bridges specially constructed for cart traffic, but carts use some of the nullahs to pass under the line. There is no fencing except in the station yards.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p> <p>The ruling gradient is 1 in 150, of which there are 8 in number, aggregating 5.34 miles in length, on the open line. The lengths and situations of the ruling gradient 1 in 150 are as under :</p>		<p>This line is owned by the State of Rajpipla, but constructed, worked and maintained by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix CC to Part II of the Railway Administration Report for 1897-98.</p> <p>Orders for the survey of the line issued in April 1893, and the construction of the section from Anklesvar to Raj-Párdi was provisionally sanctioned in October 1894. Work commenced in April 1895 and was completed in June 1897.</p> <p>The Raj-Párdi-Nándod section was sanctioned for construction in February 1898, completed in July 1899 and opened in November 1899.</p>													
<table><tr><th>Section of Line.</th><th>No. of gradient.</th><th>Length of gradient.</th></tr><tr><td>Anklesvar—Raj-Párdi . . . . .</td><td>3</td><td>3.12</td></tr><tr><td>Raj-Párdi—Umalla . . . . .</td><td>2</td><td>1.31</td></tr><tr><td>Umalla—Nándod . . . . .</td><td>3</td><td>6.91</td></tr></table>		Section of Line.	No. of gradient.	Length of gradient.	Anklesvar—Raj-Párdi . . . . .	3	3.12	Raj-Párdi—Umalla . . . . .	2	1.31	Umalla—Nándod . . . . .	3	6.91		
Section of Line.	No. of gradient.	Length of gradient.													
Anklesvar—Raj-Párdi . . . . .	3	3.12													
Raj-Párdi—Umalla . . . . .	2	1.31													
Umalla—Nándod . . . . .	3	6.91													

Appendix 7.  
History of Railways.

APPEN

History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
8 (c)	Rajpura-Bhatinda— (5' 6" gauge).  Rajpura (179 miles from Delhi on the North Western State railway, main line) via Patiala to Bhatinda	107'05	Rajpura to Patiala . . . 1-11-84 15'77 Patiala to Bhatinda : . . 13-10-89 91'28  Total open mileage 107'05



**DIX 7—continued.****Appendix 7.**  
**History of Railways.***on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The country traversed is eminently favourable. The line is practically a surface one, for a single track, with steel rails, 68lb. to the yard, laid on deodar sleepers, from Rájputra to Patiala; and with 75lb. flat-footed steel rails, laid on deodar sleepers, from Patiala to Bhátinda.</p> <p>The sharpest curve is of a radius of 1,146 feet, and the steepest gradient is 1 in 250.</p> <p>The line is fenced from Rájputra to Patiala only.</p>	<p>The line from Rájputra to Patiala was sanctioned on the 7th December 1883, and was constructed by the late Sind, Punjab and Delhi Railway Company at the expense of the Patiala Darbar.</p> <p>The extension to Bhátinda was surveyed in 1887, and construction was commenced in April 1888.</p> <p>The line is worked and maintained by the North Western State railway under an agreement, the terms of which will be found in Appendix V to Part II of the Railway Administration Report for 1892-93.</p>

# Appendix 7. History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
10 (f)	<p><b>Rajputana-Malwa—</b> (3' 3½" gauge).</p> <p>Junction of East Indian rail- way, Agra (Jumna east bank), to the limit of Agra cantonment . . . . .</p> <p><b>RAJPUTANA SECTION.</b></p> <p><i>Main line—</i></p> <p>Delhi to Bándikui (junction with the Agra branch) . . . . . 135'25 Bándikui to Ajmer . . . . . 139'75</p> <p>Ajmer, east of Abu, and through Pálanpur to Ahme- dabad on the Bombay, Baro- da and Central India railway 304'75</p> <p>579'75</p> <p><i>Branches—</i></p> <p>Garhi Harsaru Junction (25'25 miles from Delhi) to Farukh- nagar (<i>Farukhnagar salt branch</i>) . . . . . 7'75 Bándikui to Agra fort (<i>Agra branch</i>) . . . . . 94'64† Agra fort to Jumna east bank. . . . . 1'50 Phulera Junction (183'50 miles from Agra) to Sámbar (<i>Sámbar lake salt branch</i>) . . . . . 4'50 Extension of Sámbar branch to Japog . . . . . 4'50 Extension of Sámbar branch across the lake to Gudha, and thence <i>via</i> Kucháman Road to Jhowra . . . . . 17'00 Kankaroola siding . . . . . 1'25 Additional salt sidings in the Sámbar lake . . . . . 5'02</p> <p>136'16</p>	<p>3'07*</p> <p>715'91</p> <p>3'07</p> <p>715'91</p>	<p>Jumna east bank to Agra can- tonment . . . . . 1-1-76 3'07*</p> <p><b>RAJPUTANA SECTION.</b></p> <p><i>Main line—</i></p> <p>Delhi to Rewári—</p> <p>For salt traffic only . . . 14-2-73 } For passenger traffic . . . 1-7-73 } 51'25 Rewári to Alwar . . . 15-9-74 46'25 Alwar to Bándikui . . . 7-12-74 37'75 Bándikui to Dausa . . . 20-4-74 17'75 Dausa to Jaipur . . . 12-10-74 38'00 Jaipur to Phulera . . . 1-3-75 34'25 Phulera to Ajmer . . . 1-8-75 49'75 Ajmer to Beáwar . . . 15-5-78 32'25 Beáwar to Haripur . . . 12-8-79 21'00 Haripur to Sojat Road . . 20-10-80 20'50 Sojat Road to Pálanpur . . 1-1-81 148'00 Pálanpur to Ahmedabad . . 15-11-79 83'00</p> <p>579'75</p> <p><i>Farukhnagar salt branch—</i></p> <p>For salt traffic only . . . 14-2-73 } For passenger traffic . . . 1-7-73 } 7'75 Bándikui to Bhurtpore . . . 20-4-74 60'50 Bhurtpore to Agra fort— For goods traffic . . . 11-8-73 } For passenger traffic . . . 20-10-73 } 34'14† Agra fort to Jumna east bank . . . . . 1-1-76 1'50 Sámbar lake salt branch . . 1-3-75 4'50 Japog extension . . . Oct. 76 4'50 Extension of Sámbar branch to Jhowra . . . 20-12-79 17'00 Kankaroola siding . . . 15-2-81 1'25 Additional salt sidings in the Sámbar lake . . . 1-9-91 5'02</p> <p>136'16</p> <p><b>TOTAL RAJPUTANA SECTION . 715'91</b></p> <p><b>DOUBLE-RAJPUTANA SECTION.</b></p> <p>Agra fort to Agra Cantonment— For goods traffic . . . 11-8-73 } For passenger traffic . . . 20-10-73 } 1'14</p> <p>Carried over . { 3'07</p> <p>715'91</p>

\* These 3'07 miles are laid on both the 5' 6" and 3' 3½" gauges except on the Jumna bridge, where a mixed gauge is laid.  
† Of this length, 1'14 miles are double.

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.		REMARKS.																																	
<p>The line is constructed for a single track. Sufficient land has been taken up to admit of another track being laid, if necessary, hereafter.</p> <p>The rails originally used were 36lb and 40lb to the yard, laid on transverse, deodar and creosoted pine sleepers. The 36lb iron rails have nearly all been replaced by 41½lb steel rails. For future renewals it has been decided to still further increase the weight of rails to a 50lb. section, which has already been used in relaying 544½ miles of the length between Delhi and Ahmedabad.</p>		<p>The dates of orders for survey and construction are as follows:—</p> <p style="text-align: right;"><i>Dates for survey.</i></p> <table><tr><td>Delhi and Agra to Nusseerabad</td><td>17-3-69</td></tr><tr><td>Ajmer to Ahmedabad</td><td>1-11-72</td></tr><tr><td>Khandwa to Indore</td><td>8-4-70</td></tr><tr><td>Indore to Neemuch</td><td>6-3-71</td></tr><tr><td>Neemuch to Nasirabad</td><td>3-11-71</td></tr><tr><td>Rewári to Hissar</td><td>10-3-81</td></tr><tr><td>Hissar to Ferozepore</td><td>13-9-81</td></tr></table>		Delhi and Agra to Nusseerabad	17-3-69	Ajmer to Ahmedabad	1-11-72	Khandwa to Indore	8-4-70	Indore to Neemuch	6-3-71	Neemuch to Nasirabad	3-11-71	Rewári to Hissar	10-3-81	Hissar to Ferozepore	13-9-81																		
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Neemuch to Nasirabad	3-11-71																																		
Rewári to Hissar	10-3-81																																		
Hissar to Ferozepore	13-9-81																																		
<p>The ruling gradient on the Farukhnagar salt, Sambhar and Agra branches is 1 in 150 and aggregates 0·20 and 0·70 mile and 3·19 miles in length, respectively. The creosoted half-round pine sleepers with which the road was first laid are being renewed with deodar sleepers. The chief works on the Rajputana line are the Bánganga, Shallas, Dhúnd, Amanishah and Jumna bridges, and the descent of the Aravally range west of Ajmer. The total length of line fenced on the Rajputana section is 658 miles, or three-fourths of the whole section. The length and situation of the portions of the line on a gradient of 1 in 100, which is the steepest on this section, and particulars of curves under a radius of 1,000 feet are given below:</p>		<p style="text-align: right;"><i>Dates for construction.</i></p> <table><tr><td>Delhi Rewári section and Salt branch</td><td>1-3-70</td></tr><tr><td>Rewári to Bándikui</td><td>14-8-72</td></tr><tr><td>Agra to Phulera</td><td>30-10-71</td></tr><tr><td>Phulera to Sámbar</td><td>8-4-73</td></tr><tr><td>Phulera to Ajmere</td><td>9-4-73</td></tr><tr><td>Ajmer to Nasirabad</td><td>14-4-74</td></tr><tr><td>Sámbar to Japog</td><td>14-7-75</td></tr><tr><td>Ajmer to Nasirabad</td><td>4-9-76</td></tr><tr><td>Sámbar extension to Jhowra and extension of Japog siding</td><td>15-5-78</td></tr><tr><td>Khandwa to Indore</td><td>8-1-72</td></tr><tr><td>Indore to Rutlam, with branch to Ujjain</td><td>29-10-73</td></tr><tr><td>Rutlam to Neemuch</td><td>5-10-77</td></tr><tr><td>Neemuch to Nasirabad</td><td>30-4-79</td></tr><tr><td>Rewári to Hissar</td><td>13-9-81</td></tr><tr><td>Hissar to Ferozepore</td><td>8-10-82</td></tr><tr><td>Extension of Ujjain branch to Ujjain City</td><td>6-12-82</td></tr></table> <p>The Deodani siding, 2 miles, was dismantled in 1891, and the Japog siding was reduced to 4·33 miles in the same year; 5·25 miles of new sidings were also laid and opened for traffic on the 1st September 1891.</p>		Delhi Rewári section and Salt branch	1-3-70	Rewári to Bándikui	14-8-72	Agra to Phulera	30-10-71	Phulera to Sámbar	8-4-73	Phulera to Ajmere	9-4-73	Ajmer to Nasirabad	14-4-74	Sámbar to Japog	14-7-75	Ajmer to Nasirabad	4-9-76	Sámbar extension to Jhowra and extension of Japog siding	15-5-78	Khandwa to Indore	8-1-72	Indore to Rutlam, with branch to Ujjain	29-10-73	Rutlam to Neemuch	5-10-77	Neemuch to Nasirabad	30-4-79	Rewári to Hissar	13-9-81	Hissar to Ferozepore	8-10-82	Extension of Ujjain branch to Ujjain City	6-12-82
Delhi Rewári section and Salt branch	1-3-70																																		
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SECTION OF LINE.	LENGTH OF GRA DIENT	CURVE UNDER A RADIUS OF 1,000 FEET.																																	
	100	Length	Radii.																																
<i>Main line—</i>	Miles.	Miles.																																	
East of Ajmer station-yard	0·14	...	...																																
Between 320·25 and 320·50 miles from Delhi	...	0·29	Varying from 882 feet to 955 feet.																																
418·75 " " "	...	0·09	716 feet.																																
458·25 " " "	...	0·19	935 "																																
<i>Agra branch—</i>																																			
West end of Jumna bridge.	0·18	...	...																																
<i>Farukhnagar branch—</i>																																			
Between miles 2·75 and 7·50 from Garhi Harsaru	2·60	...	...																																
Mile 7·35 " " "	...	0·21	700 feet.																																

# Appendix 7. History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
10 (f)	<b>Rajputana-Malwa—contd.</b> (3' 3½" gauge).		
	Brought forward	3'07	Brought forward
	MALWA SECTION.	715'91	715'91
	<i>Main line—</i>		MALWA SECTION.
	Khandwa (352'75 miles from Bombay on the Great Indian Peninsula railway, north- east line) to Indore . . . 86'94		<i>Main line—</i>
	Indore <i>via</i> Fatehabad junc- tion, Rutlam, Jaora and Mandsaur, to Neemuch . . 156'48		Khandwa to Sanāwad . . 1-2-74 34'25
	Neemuch to Ajmer . . . 148'85		Sanāwad to Mortakka . . 1-4-74 3'50
	392'27		Mortakka to Choral . . 20-1-75 20'50
			Choral to Mhow . . . 1-1-78 15'69
			Mhow to Indore . . . 3-8-76 13'00
			Nerbudda bridge . . . 5-10-76 ...
			Indore to Fatehabad . . 3-8-76 25'23
			Fatehabad Junction to Rutlam . . . 11-7-78 48'75
			Rutlam to Jaora . . . 25-2-80 20'50
			Jaora to Mandsaur . . . 8-4-80 31'75
			Mandsaur to Neemuch . . 2-7-80 30'25
			Neemuch to Nimbahera . . 10-3-81 16'40
			Nimbahera to Chitorgarh . 19-3-81 17'65
			Chitorgarh to Nasirabad . 1-12-81 100'65
			Nasirabad to Ajmer . . 14-2-76 14'15
			392'27
	<i>Ujjain branch—</i>		
	Fatehabad Junction (24'50 miles from Indore) to Ujjain . . . 12'00		Fatehabad to Ujjain . . 3-8-76 12'00
	Extension of Ujjain branch across the Sipra river to Ujjain city . . . 2'88*		Ujjain branch extension across the Sipra river to Ujjain city . . . 1-3-84 2'88*
	14'88	407'15	14'88
	CAWNPORE-ACHNERA SECTION.		TOTAL MALWA SECTION . 407'15
	<i>Main line—</i>		CAWNPORE-ACHNERA SECTION.
	Cawnpore (683'50 miles from Howrah, <i>via</i> the chord line, on the East Indian railway) to Farukhabad . . . 86'01		<i>Main line—</i>
	Farukhabad to Hāthras Road Junction . . . 101'00		Cawnpore to Kanauj . . 15-12-80 49'51
	Hāthras Road station (856'75 miles from Howrah on the East Indian railway) to the left bank of the Jumna oppo- site Muttra . . . 29'00		Kanauj to Farukhabad . . 1-2-81 36'50
	Jumna bridge and approaches . 1'00		Farukhabad to Kāsganj . . 14-4-84 67'00
	Right bank of the Jumna at Muttra to Achnera, a sta- tion on the Rajputana sec- tion, 16 miles from Agra . . 22'33		Kāsganj to Hāthras . . . 1-7-84 34'00
	239'34		Hāthras to Muttra . . . 19-10-75 29'00
			Jumna bridge . . . 1-7-84 1'00
			Muttra to Achnera . . . 7-11-81 22'33
			239'34
		3'07	
	Carried over	1,123'06	Carried over
		239'34	3'07
			1,123'06
			239'34

\* Includes 2'10 miles 5' 6" gauge line from Sipra Junction to Station opened in 1892.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.	
<p>The ruling gradient on the Dehli-Ahmedabad section is 1 in 150 and aggregates 92·70 miles in length.</p> <p>The principal works on the Holkar railway are the ascent of the Vindhya range and the bridge over the Nerbudda river. The latter consists of 14 spans of 60 metres. The works generally are heavy.</p> <p>With the exception of the bridging, the works on the Sindia-Neemuch section are light.</p> <p>The Sipra bridge consists of 6 spans of 150-foot girders, state railway type, laid on masonry piers. The girders of this bridge are being altered from 3' 3½" to 5' 6" gauge.</p> <p>The Malwa section is generally unfenced, except on the ghâts between Mhow and Kalakund and at stations.</p> <p>The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet on this section :</p>				<p>The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.</p> <p>The Maharaja Sindia lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.</p>	
SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	1 in 20	1 in 30	1 in 100	Length	Radius.
<i>Main line—</i>					
Between 322 and 323 miles from Ajmer	...	...	0·19	...	...
" 323 and 326·66 " "	3·43	...	...	...	...
" 326·66 and 326·86 " "	...	0·20	...	...	...
" 326·86 and 386 " "	...	...	15·20	...	...
" 323 and 343 " "	...	...	...	3·68	Varying from 600 feet to 900 feet.
<i>Ujjain branch—</i>					
Between 0 and 0·31 mile from Fatehabad	...	...	...	0·31	955 feet.
<p>The ruling gradient on the Khandwa-Ajmer section and Ujjain branch is 1 in 150 and aggregates 53·84 and 26·40 miles in length, respectively.</p> <p>The Cawnpore-Farukhabad section is constructed for a single track, and is laid with iron rails 40lb. to the yard.</p> <p>The line from Farukhabad to Hâthras Road has been laid with 41½lb Bessemer steel rails.</p> <p>The Hâthras-Muttra line is laid for a single track and for 22 miles borders on the metalled road. Rails, 30lb to the yard were originally laid on transverse sleepers of deodar. There are no works of any magnitude on this section. It has been relaid with 41½lb steel rails</p> <p>The bridge over the Jumna consists of 7 spans of 150 feet on stone piers.</p> <p>The Muttra-Achnera section has been laid with steel rails 41½lb to the yard.</p> <p>The Cawnpore-Achnera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad and between Hâthras City and Muttra Cantonment. There are a few miles of double fencing at stations.</p>					
<p>The orders for survey of the Cawnpore-Farukhabad section issued on the 27th November 1877, and for construction on the 13th October 1878.</p> <p>The construction of the extension from Farukhabad to Hâthras Road was sanctioned on the 13th July 1882.</p> <p>The section from Cawnpore to Kanauj was opened in December 1880 for local traffic only, and the entire line for public traffic in February 1881, a temporary bridge over the Kali Nadi being provided. This temporary bridge was replaced by a permanent one in 1881.</p> <p>The construction of the Brahmâvart branch was sanctioned on the 18th March 1884 and of the Soron branch on the 16th March 1883.</p> <p>The survey of the line from Hâthras to Muttra was ordered on the 2nd March 1874, and that from Muttra to Achnera on the 5th March 1878. The construction of the former section was ordered in April 1874, of the latter in February 1880, and of the bridge over the Jumna in July 1882.</p>					

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year.

Class: No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
10 (f)	<b>Rajputana-Malwa—concluded.</b> (3' 3½" gauge).		
	Brought forward 239'34	3'07 1,123'06	Brought forward { 3'07 1,123'06 239'34
	<b>CAWNPORE-ACHNERA SECTION—concl'd.</b>		
	<i>Branches—</i>		<i>Branches—</i>
	Mandhana to Brahmávar ( <i>Brahmavart branch</i> ) . . . 5'00		Brahmávar branch . . . 10-11-85 5'00
	Kasganj (153·75 miles from Cawnpore city) to Soron ( <i>Soron branch</i> ) . . . 9'00		Soron branch . . . 4-1-85 9'00
	Muttra to Brindaban ( <i>Brin- daban branch</i> ) . . . 7'32		Brindaban branch . . . 26-8-89 7'32
	21'32	260'66	21'32
	<b>TOTAL CAWNPORE-ACHNERA SECTION</b>		<b>260'66</b>
	<b>REWARI-FEROZEPURE RAILWAY.</b>		<b>REWARI-FEROZEPURE RAILWAY.</b>
	<i>Main line—</i>		<i>Main line—</i>
	Rewári (51·25 miles from Delhi via Hissar, Sirsa, Bhátinda, and Faridkot) to Kot Kapura 212'77		Rewári to Hissar— For goods traffic . . . 20-3-83 } 89'00 For passenger traffic . . . 1-5-83 }
	<i>Fasilka branch—</i>		Hissar to Sirsa— For goods traffic . . . 1-1-84 } 50'50 For passenger traffic . . . 1-3-84 }
	Kot Kapura (212·50 miles from Rewári) to Fázilka . . . 50'00		Sirsa to Kot Kapura . . . 1-10-84 73'27
	50'00	262'77	212'77
	<i>Fasilka branch—</i>		<i>Fasilka branch—</i>
	Kot Kapura to Fázilka . . . 1-1-85 50'00		
	<b>TOTAL REWARI-FEROZEPURE RAILWAY</b>		<b>262'77</b>
	5' 6" gauge, Ferozepore to Bhatinda . . . . . 54'36		5' 6" gauge, Ferozepore to Bhatinda— For through traffic . . . 15-6-99 54'36
	<b>TOTAL 5' 6" GAUGE</b> . . . 54'36		<b>5' 6" GAUGE</b> . . . 54'36
	<b>TOTAL 3' 3½" GAUGE</b> . . . 1,646'49		<b>3' 3½" GAUGE</b> . . . 1,646'49
	<b>TOTAL MIXED GAUGE</b> . . . 3'07		<b>MIXED GAUGE</b> . . . 3'07
	<b>TOTAL OPEN MILEAGE</b>		<b>TOTAL OPEN MILEAGE</b>

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The ruling gradient on the Brahmavart branch is 1 in 150 and aggregates 0.38 mile in length. On this section there are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p> <p>No engineering difficulties were encountered on the Rewari Ferozepore line. The rails are mainly of steel 41½ lbs. to the yard, laid on deodar and Denham-Olphert's pot sleepers. With the wooden sleepers stone ballast is used, and with the pots, sand with a covering of stone.</p> <p>The country through which the length from Sirsa to Ferozepore runs is exceedingly easy; the line is at present unfenced, except about 110 miles of main line and at stations.</p> <p>The Fazilka branch is laid with 41½ lbs. steel rails and Denham-Olphert's and Molesworth's iron sleepers; the ballast is of sand, without stone covering.</p> <p>On this line there are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.</p>	<p>The principal portion of the earthwork of the Muttra-Achnera section was carried out as a famine relief work in 1878.</p> <p>The construction of the Muttra-Brindaban branch as an integral part of the Cawnpore-Achnera section was sanctioned on the 4th May 1888. Owing to delay in making over the land construction work was not commenced till October 1888.</p> <p>The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now considered as a part of the Rajputana-Malwa railway.</p> <p>The Rajputana-Malwa railway, of which for the present the Rewari-Ferozepore railway with its branch is to be considered as an integral part, was leased to the Bombay, Baroda and Central India Railway Company from the 1st January 1885. The terms of working will be found in Appendix J to Part II of the Railway Administration Report for 1884-85. A supplemental agreement for working this line and branches and extending the base to the 31st December 1905 will be found in Appendix G to this report.</p> <p>Conversion of the 3' 3½" gauge line from Ferozepore to Kot Kapura to 5' 6" gauge and the construction of the 5' 6" gauge line through to Bhatinda was sanctioned in September 1898.</p>

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

NOTE—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.		Miles.
29 (a)	<p><b>Ranaghat-Krishnagar—</b> (2' 6" gauge).</p> <p>Right bank of the Churni river (Aistalaghat) near Ránaghat (45·50 miles from Sealdah) on the Eastern section of the Eastern Bengal State railway to the left bank of the river Jalangi at Krishnagar . . . . .</p>	20·25	<p>Right bank of the Churni river (Aistalaghat) near Ránaghat to Krishnagar . . . . . 5-4-99 20·25</p>
1 (e)	<p><b>Rewah—</b> (2' 6" gauge).</p> <p>Rewah to Sutna . . . . .</p>	31·81	
18 (a)	<p><b>Rohilkund and Kumaon (Company's section)—</b> (3' 3½" gauge).</p> <p>Bhojeepera Junction (12·00 miles from Bareilly on the main line) to Kathgodam, at the foot of the Naini Tal hills. . . . .</p>	53·92	<p>Bhojeepera to Kathgodam . 12-10-84 53·92.</p>
17 (c)	<p><b>Segowlie-Raxaul—</b> (3' 3½" gauge).</p> <p>Segowlie to Raxaul . . . . .</p>	18·09	<p>Segowlie to Raxaul . . . . . 1-3-99 18·09</p>



DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The permanent-way consists of 25lb. steel rails, Vignole's pattern, and cross sleepers of pyinkado, 9 per rail of 24 feet. The old embankment of the Ránaghat-Bhagwangola railway, started as a famine relief work, has been utilized as far as possible. There are no bridges of over 20 foot span, but some of them are very high so as to provide plenty of waterway during the floods. The sharpest curve is of 600 feet radius and the ruling gradient 1 in 300. The line is ballasted throughout but not fenced.</p>	<p>The line has been constructed by the Ránaghat-Krishnagar Light Railway Company, Limited. It was sanctioned for construction in December 1895.</p> <p>A siding, 1·50 miles long, has been constructed by the Eastern Bengal State railway on the 5' 6" gauge, and runs from the Ránaghat station to the left bank of the Churni and connects with the railway, by a ferry worked by the Eastern Bengal State railway.</p> <p>The District Board of Nuddea have guaranteed a net annual profit of Rs. 1,473, limited to a maximum claim of Rs. 28,000 per annum.</p>
<p>The ruling gradient is 1 in 73 of which there are two in number, aggregating 0·83 mile in length.</p>	<p>Nearly three-fourths of the earthwork was carried out under the relief work system.</p> <p>The earthwork was stopped when the famine operations ceased. Plans for culverts and bridges have been prepared. Drawings for the permanent-way are under consideration by the East Indian railway authorities. The actual construction of the line has not yet been sanctioned by the Rewah Darbar.</p>
<p>The rails are of the 3' 3½" gauge type, steel, weighing 41½lbs. to the yard, laid on sál sleepers.</p> <p>From Kathgodam to Haldwani, a distance of 175 chains, there is a continuous descending grade of 1 in 70; from Haldwani to Lalkua it varies from 1 in 80 to 1 in 103; from Lalkua the grade is 1 in 146 for 71 chains, after which it becomes more moderate. The total lengths of gradients of <math>\frac{1}{81}</math> to <math>\frac{1}{80}</math> and <math>\frac{1}{81}</math> to <math>\frac{1}{100}</math> are 4·84 miles and 6·12 miles, respectively.</p> <p>The line is unfenced, except at stations and between Haldwani and Lalkua.</p>	<p>The line was originally projected by certain local capitalists, but was afterwards taken up and completed by a company formed in England.</p> <p>The Government guaranteed 4 per cent. on a maximum capital of £200,000 during the construction of the line or until January 1885. The contract is dated 12th October 1882.</p> <p>This company also works the Lucknow-Bareilly line.</p> <p>The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91, and Appendix I to this report.</p>
<p>The permanent-way consists of 41½lb. steel rails and sál sleepers.</p>	<p>The construction of the line was sanctioned in October 1896.</p>

**Appendix 7.**  
History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
19 (c)	Shadipalli-Balotra (British section)*— (3' 3½" gauge). Shadipalli to the Jodhpur Frontier . . . . .	† 68·49	Shadipalli to Balotra . . . . . 22-12-00 68·49
12 (d)	Shoranur-Cochin— (3' 3½" gauge). Shoranur (359·50 miles from Madras) to Ernakulum . . . . .	64·68	
1 (c)	South Behar (Luckeeserai-Gya)— (5' 6" gauge). Luckeeserai to Gya . . . . .	78·76	Luckeeserai to Gya . . . . . 78·76

\* The native state section of this railway forms an integral part of the Jodhpur section of the Jodhpur-Bikaner railway.

† The mileage given is exclusive of 48·75 miles of the existing Hyderabad-Shadipalli 5' 6" gauge railway between Shadipalli and Rahoki Junction to be converted to the 3' 3½" gauge, as also 6·33 miles of the same railway between Rahoki Junction and Hyderabad on which a separate 3' 3½" gauge track will be added.

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.																																																			
<p>The work is light and easy for 36 miles across the Nara Valley. The rest of the length is through heavy sand-hills.</p>																																																				
<p>The permanent-way will consist of 41½lb. steel rails, flat-footed, and wooden sleepers, the latter being procured from the State forest.</p> <p>The ruling gradient is 1 in 80 (aggregating 16.40 miles) and the sharpest curve 955 feet radius.</p> <p>The following are the important bridges:</p> <table><tr><td></td><td>Spans.</td><td></td></tr><tr><td>Ponnani river . . . .</td><td>15</td><td>60' girders.</td></tr><tr><td>Palamkutta canal . . .</td><td>1</td><td>60' "</td></tr><tr><td>Ditto . . . . .</td><td>2</td><td>20' "</td></tr><tr><td>Canal . . . . .</td><td>1</td><td>40' "</td></tr><tr><td>Karavarcad river . . .</td><td>2</td><td>60' "</td></tr><tr><td>Kurumali " . . . . .</td><td>4</td><td>60' "</td></tr><tr><td>Kozurupalam thodu . .</td><td>2</td><td>40' "</td></tr><tr><td>Chalakudi river . . . .</td><td>4</td><td>80' "</td></tr><tr><td>Angamali " . . . . .</td><td>3</td><td>60' "</td></tr><tr><td>Chengal thodu . . . . .</td><td>2</td><td>40' "</td></tr><tr><td>Alway river branch . .</td><td>3</td><td>80' "</td></tr><tr><td>Alway river . . . . .</td><td>9</td><td>80' "</td></tr><tr><td>Drainage channel . . .</td><td>1</td><td>60' "</td></tr><tr><td>Edappally " . . . . .</td><td>1</td><td>60' "</td></tr><tr><td>Backwater canal . . .</td><td>1</td><td>60' "</td></tr><tr><td>Ditto . . . . .</td><td>1</td><td>100' "</td></tr></table>		Spans.		Ponnani river . . . .	15	60' girders.	Palamkutta canal . . .	1	60' "	Ditto . . . . .	2	20' "	Canal . . . . .	1	40' "	Karavarcad river . . .	2	60' "	Kurumali " . . . . .	4	60' "	Kozurupalam thodu . .	2	40' "	Chalakudi river . . . .	4	80' "	Angamali " . . . . .	3	60' "	Chengal thodu . . . . .	2	40' "	Alway river branch . .	3	80' "	Alway river . . . . .	9	80' "	Drainage channel . . .	1	60' "	Edappally " . . . . .	1	60' "	Backwater canal . . .	1	60' "	Ditto . . . . .	1	100' "	<p>The survey of this line for a 5' 6" gauge line was carried out by the Madras railway in 1894.</p> <p>The re-alignment for a 3' 3½" gauge line was made by the Madras railway in 1899, and the construction was sanctioned on the 28th April 1899, and the work started in November 1899.</p>
	Spans.																																																			
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<p>The line traverses a comparatively flat country with small isolated rocky hills at intervals.</p> <p>The three most important rivers crossed are the Phulgu (18 spans of 10 feet and 1 span of 30 feet), Soma (3 spans of 60 feet and 30 spans of 30 feet) and the Sukri (6 spans of 60 feet). The waterway is comparatively heavy owing largely to flood water from the Ganges and Sukri having to be passed.</p> <p>The permanent-way is of the East Indian railway standard design with double-headed rails, 75lbs. to the yard, laid half with cast-iron chairs and timber sleepers and half with Denham-Olphert's sleepers.</p> <p>The minimum radius of curve except at the entrance to Gya station is 2,865 feet, and the steepest gradient 1 in 400 compensated.</p> <p>The line is being fenced past villages near the line, around station yards, and for a short distance near each level-crossing.</p> <p>Stone ballast procurable from adjacent hills has been used throughout.</p>	<p>The South Behar line connects with the Moghal Sarai-Gya and Patna-Gya branches of the East Indian railway at Gya, and is worked by the East Indian railway on behalf of the South Behar Company, under an agreement printed in Appendix L, Part II of the Railway Administration Report for 1895-96.</p>																																																			

**Appendix 7.**  
History of Railways.

APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
22 (a)	<b>Southern Mahratta—</b> (3' 3½" gauge).		
	<i>Main line—</i> Portuguese frontier near Dhárwar <i>via</i> Guntakal and Nandyál to Tadépalli.	509'97	<i>Main line—</i> Frontier to Castle Rock . . . 3-2-88 3'63 Castle Rock to Deuli . . . 15-6-87 2'75 Deuli to Dhárwár . . . 24-1-87 56'00 Dhárwár to Hospet . . . 1-7-85 101'25 Hospet to Bellary . . . 24-3-84 40'51 Bellary to Guntakal . . . 16-5-87 29'99 Guntakal to Nandyál . . . 11-7-87 90'25 Nandyál to Cumbum . . . 15-6-90 63'18 Cumbum to Tadépalli . . . 3-10-89 122'41 <hr/> 509'97
	<i>Branches—</i> Hubli to Harihar ( <i>Harihar branch</i> ) . . . 81'00 Gadag to Hotgi ( <i>Bijapur branch</i> ) . . . 173'08		Hubli to Harihar (temporary station) . . . 18-10-86 } 81'00 Temporary station to per- manent station . . . 21-2-89 } Gadag to Hotgi— For goods traffic . . . 1-8-84 } 173'08 For passenger traffic . . . 15-9-84 } Londa to Belgaum . . . 21-3-87 33'00 Belgaum to Miraj . . . 22-12-87 85'01 Miraj to Koregaon . . . 2-5-87 76'00 Koregaon to Ghorpuri . . . 18-11-86 83'07 Ghorpuri to Poona . . . 4-10-90 0'91 <hr/> 277'99
	Londa to Poona ( <i>Poona branch</i> ) . . . 277'99	532'07	
	Carried over	1,042'04	Carried over . . . 1,042'04

on the 31st December 1900, alphabetically arranged.

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Details of construction.	REMARKS.																																																																																
<p>The permanent-way is of the ordinary State railway 3' 3½" gauge type, except for the portion from the Portuguese frontier to Castle Rock which is laid with 62lb. rails. The line is only partially fenced.</p> <p>The following are the large girder bridges:</p> <p><b>Main line—</b></p> <table> <tr> <td>Hagari . . . . .</td><td>34 of 64</td></tr> <tr> <td>Tungabhadra . . . . .</td><td>38 " 60</td></tr> <tr> <td>Burra Nalla . . . . .</td><td>10 " 60</td></tr> <tr> <td>Banni Nalla . . . . .</td><td>9 " 60</td></tr> <tr> <td>Kondia . . . . .</td><td>9 " 60</td></tr> <tr> <td>Dorapillay . . . . .</td><td>2 " 40</td></tr> <tr> <td>Doratangi . . . . .</td><td>1 " 20</td></tr> <tr> <td>Dorabhani . . . . .</td><td>1 " 100</td></tr> <tr> <td>Budicherla . . . . .</td><td>3 " 100</td></tr> <tr> <td>Gundlacam . . . . .</td><td>2 " 150</td></tr> <tr> <td>Mile 439½ . . . . .</td><td>1 " 250</td></tr> <tr> <td>Colair, mile 448 . . . . .</td><td>1 " 66½</td></tr> <tr> <td></td><td>6 " 66½</td></tr> <tr> <td></td><td>11 " 60</td></tr> <tr> <td></td><td>8 " 40</td></tr> <tr> <td></td><td>8 " 40</td></tr> </table> <p><b>Harihar branch—</b></p> <table> <tr> <td>Wardha . . . . .</td><td>15 " 60</td></tr> <tr> <td>Tungabhadra . . . . .</td><td>16 " 60</td></tr> </table> <p><b>Bijapur branch—</b></p> <table> <tr> <td>Bhima . . . . .</td><td>14 " 150</td></tr> <tr> <td>Gunki . . . . .</td><td>8 " 40</td></tr> <tr> <td>Don . . . . .</td><td>8 " 100</td></tr> <tr> <td>Kistna . . . . .</td><td>21 " 150</td></tr> <tr> <td>Malprabha . . . . .</td><td>12 " 100</td></tr> </table> <p><b>Poona branch—</b></p> <table> <tr> <td>Nira . . . . .</td><td>12 " 50</td></tr> <tr> <td>Yerla . . . . .</td><td>10 " 60</td></tr> <tr> <td>Kistna . . . . .</td><td>14 " 150</td></tr> <tr> <td>Jagnoor . . . . .</td><td>11 " 30</td></tr> <tr> <td>Ghatprabha . . . . .</td><td>45 " 40</td></tr> <tr> <td>Markandya . . . . .</td><td>5 " 60</td></tr> <tr> <td></td><td>1 " 100</td></tr> <tr> <td>Malprabha . . . . .</td><td>3 " 40</td></tr> <tr> <td></td><td>5 " 20</td></tr> </table> <p><b>Main line—</b></p> <p>The following are the tunnels and covered ways on this line:</p> <table> <tr> <td>Bear's rock . . . . .</td><td>581 feet.</td></tr> <tr> <td>Castle rock . . . . .</td><td>1,356 "</td></tr> <tr> <td>Covered way . . . . .</td><td>312 "</td></tr> <tr> <td>Nulla-Mulla hills . . . . .</td><td>1,560 "</td></tr> </table> <p>The Ghât incline for 3.50 miles from the Portuguese frontier has been constructed for a double line up to formation level.</p> <p>The maximum gradient on the Ghât incline is 1 in 40 and on the rest of the line 1 in 100.</p> <p>On the Bellary-Kistna section, which is now included in the Southern-Mahratta railway, main line, the ruling gradient is 1 in 100. A tunnel, 523 yards in length, occurs at the Nulla-Mulla hills, the pass through which is 20 miles long and comprises several heavy works. The rest of the line presents no difficulty.</p> <p><b>Poona branch—</b></p> <p>The following are the tunnels and covered ways on this line:</p> <table> <tr> <td>Covered way at mile 265½ . . . . .</td><td>566 feet.</td></tr> <tr> <td>Tunnel No. 1 " 264½ . . . . .</td><td>545 "</td></tr> <tr> <td>" " 2 " 259½ . . . . .</td><td>611 "</td></tr> <tr> <td>" " 3 " 214½ . . . . .</td><td>503 "</td></tr> </table>	Hagari . . . . .	34 of 64	Tungabhadra . . . . .	38 " 60	Burra Nalla . . . . .	10 " 60	Banni Nalla . . . . .	9 " 60	Kondia . . . . .	9 " 60	Dorapillay . . . . .	2 " 40	Doratangi . . . . .	1 " 20	Dorabhani . . . . .	1 " 100	Budicherla . . . . .	3 " 100	Gundlacam . . . . .	2 " 150	Mile 439½ . . . . .	1 " 250	Colair, mile 448 . . . . .	1 " 66½		6 " 66½		11 " 60		8 " 40		8 " 40	Wardha . . . . .	15 " 60	Tungabhadra . . . . .	16 " 60	Bhima . . . . .	14 " 150	Gunki . . . . .	8 " 40	Don . . . . .	8 " 100	Kistna . . . . .	21 " 150	Malprabha . . . . .	12 " 100	Nira . . . . .	12 " 50	Yerla . . . . .	10 " 60	Kistna . . . . .	14 " 150	Jagnoor . . . . .	11 " 30	Ghatprabha . . . . .	45 " 40	Markandya . . . . .	5 " 60		1 " 100	Malprabha . . . . .	3 " 40		5 " 20	Bear's rock . . . . .	581 feet.	Castle rock . . . . .	1,356 "	Covered way . . . . .	312 "	Nulla-Mulla hills . . . . .	1,560 "	Covered way at mile 265½ . . . . .	566 feet.	Tunnel No. 1 " 264½ . . . . .	545 "	" " 2 " 259½ . . . . .	611 "	" " 3 " 214½ . . . . .	503 "	<p>The line from Hotgi <i>via</i> Bijapur and Bagalkot to Gadag was commenced as a famine-relief work in April 1879. Work on this, and on the Bellary-Hubli section, was again started by Government in November 1881; but from the 1st October 1882 the system was made over to the Southern Mahratta Railway Company.</p> <p>The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from 5' 6" to 3' 3½" gauge on the 16th May 1887.</p> <p>The Bellary-Kistna railway was sanctioned for construction on the 26th September 1833. It was made over to the Southern Mahratta Railway Company on the 1st January 1888.</p>
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**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
22 (a)	Southern Mahratta— <i>concl'd.</i> (3' 3½" gauge).		
	Brought forward	1,042'04	Brought forward 1,042'04
	TOTAL	1,042'04	1,042'04
8 (b)	Southern Punjab (Delhi-Samasata)— (5' 6" gauge).		Miles.
	Delhi <i>via</i> Bhatinda to Samasata . . . . . Miles. 400'55	Miles.	Delhi <i>via</i> Bhatinda to Samasata 10-11-97 400'55
	Delhi Brewery to Delhi . . . . . 0'79		
	Branch—	401'34	Branch—
	Narwana to Kaithal . . . . . 23'38		Narwana to Kaithal—
	TOTAL . . . . . 424'72		For goods traffic . . 1-2-99 } 23'38
			For passenger traffic . . 8-3-99 }
			TOTAL OPEN MILEAGE . . . . . 423'93

DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.	
The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under:					
SECTION OF LINE.	LENGTH OF GRADIENTS.		CURVES UNDER A RADIUS-OF 1,000 FEET.		
	$\frac{1}{10}$ and less.	$\frac{1}{11}$ to $\frac{1}{100}$	Length.	Radius.	
MAIN LINE—	Miles.	Miles.	Miles.		
Between miles 0 and 3	2'96	...	...	...	
" " 3 $\frac{1}{2}$ and 508 $\frac{1}{2}$	...	132'06	...	...	
" " 0 and 5	...	...	2'11	800 feet.	
" " 234 and 483	...	...	11'98	Varying from 603 feet to 935 feet.	
POONA BRANCH—					
Between miles 1 and 276 $\frac{1}{2}$	...	108'73	...	...	
" " 21 $\frac{1}{2}$ and 21 $\frac{1}{2}$	...	...	0'17	955 feet.	
" " 210 and 277 $\frac{1}{2}$	...	...	10'06	Varying from 600 feet to 1907 feet.	
HARINAR BRANCH—					
Between miles 0 and 80	...	18'08	...	...	
BIJAPUR BRANCH—					
Between miles 0 and 165 $\frac{1}{2}$	...	53'74	...	...	
<p>The earthwork and bridges are for a single line.</p> <p>The permanent-way consists of 75lb. flat-footed rails spiked to transverse sleepers of creosoted pine or of deodar.</p> <p>The country traversed is flat. From Delhi to Sujjawalpur (246 miles) it is well irrigated; from Sujjawalpur to Samasata (156 miles) the line skirts the edge of the desert near the land irrigated by inundation canals from the Sutlej.</p> <p>The cuttings are few; but there are long stretches of bank, low for the most part, except where headway is required for canal bridges and near Samasata where there are considerable depressions in the country between the sand hills.</p> <p>For natural waterways few minor bridges are required; but there are a large number of openings of from 18 inches to 75 feet for irrigation channels and canals.</p> <p>The Ghaggar is the only river crossed and for this 22 spans of 40 foot girders have been provided, the openings being at four places in 1<math>\frac{1}{2}</math> miles. In the main channels, the piers rest on well foundations. In the spill channels, open foundations have been adopted and the bridges floored.</p> <p>The line between Delhi and Jhind, except for about 10 miles near Rohtak, has been ballasted with stone ballast from Delhi. The rest of the line is ballasted with broken bricks obtained from ruins at Rohtak and Tohana, and from manufactured brick ballast.</p> <p>There are no gradients steeper than 1 in 333, and of this only 165 miles near Delhi between miles 941 and 944 from Kurrachee.</p>				<p>The contract between the Secretary of State for India and the Company was executed on the 13th August 1895. The indenture will be found in Appendix M to Part II of the Railway Administration Report for 1895-96. The line, with the exception of the Kaithal branch, was sanctioned on the 21st August 1895; the branch was sanctioned on the 17th March 1898. The line is worked and maintained by the North Western State railway. The indenture for the construction of the Kaithal branch will be found in Appendix M to Part II of the Report for 1899-1900.</p>	

\* Ruling gradient 1 in 40 between miles 0 and 3 on the ghats, the rest of the line is on a ruling gradient of 1 in 100.

Appendix 7.  
History of Railways.

## APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mile- age.	Date of opening for public traffic.
24 (a)	<p><b>South Indian—</b></p> <p>(3' 3½" gauge).</p> <p><b>MADRAS-TUTICORIN SECTION—</b></p> <p><i>Main line—</i> Madras (Beach Joint) to Tuticorin (Foreshore) . . . . . 446.58</p> <p><i>Branches—</i> Chingleput (37.16 miles from Madras) to Arkonam (42.50 miles from Madras on the Madras railway) (<i>Arkonam branch</i>) . . . . . 39.25</p> <p>Villupuram (101.13 miles from Madras) to the Gingee river to connect with the Pondi- cherry railway (<i>Pondicherry branch</i>) . . . . . 16.47</p> <p>Tanjore (120.50 miles from Madras) to Nagore (<i>Nagore branch</i>) . . . . . 52.83</p> <p>Trichinopoly (251.65 miles from Madras) to Erode Junction (243 miles from Madras on the Madras rail- way, south-west line) (<i>Erode branch</i>) . . . . . 87.41</p> <p>Madura to Toni Torai . . . 91.33</p> <p>Mutanandal to Sivaganga . . 9.00</p> <p>Maniyāchi (127.98 miles from Madras) to Tinnevelly (<i>Tinnevelly branch</i>) . . . 18.23</p> <p>Tinnevelly-Quilon (Travan- core branch) (British sec- tion) . . . . . 46.47</p> <p>Cuddalore old town to Wharf (<i>Wharf branch</i>) . . . . . 1.54</p> <p>Carried over . 362.53 446.58</p>	<p><b>Miles.</b></p> <p><b>MADRAS-TUTICORIN SECTION—</b></p> <p><i>Main line—</i> Madras (Beach Joint to Beach, old) . . . . . 15-1-00 0.11 Madras Beach, old, to Park zero . . . . . 1-1-79 1.60 Madras (Park zero) to Tindi- vanam . . . . . 1-9-76 76.05 Tindivanam to Cuddalore. old town . . . . . 1-1-77 52.00 Cuddalore old town to Porto Novo . . . . . 1-1-77 17.15 Porto Novo to Chidambaram . 1-10-78 6.73 Chidambaram to Coleroon . . 1-7-79 4.58 Coleroon to Shiyali . . . . . 1-1-78 6.06 Shiyali to Māyavaram . . . . 1-7-77 12.24 Māyavaram to Tanjore . . . . 15-2-77 43.76 Tanjore to Trichinopoly Junction . . . . . 11-3-62 31.14 Trichinopoly Junction to Madura . . . . . 1-9-75 96.04 Madura to Tuticorin . . . . . 1-1-76 98.71 Tuticorin to Foreshore . . . . 7-8-99 0.41</p> <p>446.58</p> <p><i>Branches—</i> Chingleput to Wārajābād . . . 1-8-80 13.66 Wārajābād to Conjeeveram . . 1-1-81 7.94 Conjeeveram to Arkonam . . . 8-5-65 17.65</p> <p>39.25</p> <p>Villupuram to Gingee river, inclusive of bridge of 7 spans of 150 feet over the Gingee river . . . . . 15-12-79 16.47</p> <p>Tanjore to Tiruvallūr . . . . . 2-12-61 33.83 Tiruvallūr to Negapatam . . . 15-7-61 14.33 Negapatam to Nāgore . . . . . 1-12-99 4.67</p> <p>52.83</p> <p>Trichinopoly Junction to Fort . 11-3-62 2.52 Trichinopoly Fort to Karūr . . 3-12-66 44.65 Karūr to Kodumudi . . . . . 1-7-67 16.70 Kodumudi to Erode . . . . . 1-1-68 23.54</p> <p>87.41</p> <p>Maniyāchi to Tinnevelly . . . . 1-1-76 18.23</p> <p>Cuddalore old town to Wharf . . . . . 7-8-99 1.54</p> <p>Carried over . 662.31</p>	



on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>Earthwork and bridges are for a single way only, except from Negapatam to Trichinopoly where the foundations and superstructure of bridges have been built for a double way.</p> <p>The original undertaking between Negapatam and Erode, 166.45 miles, was laid between Negapatam and Trichinopoly with rails 68lb. to the yard on creosoted pine sleepers and with the same weight of rail on cast-iron pot sleepers between Trichinopoly and Erode. During the course of renewals with the 50lb. bull-headed rails, the following alterations have been made. Out of Negapatam, 12.72 miles have been relaid with the 50lb. rails on pot sleepers and between Tanjore and Trichinopoly (31.04 miles) the same permanent-way has taken the place of the 68lb. rails. From mile 12.72 out of Negapatam to Tanjore (35.44 miles) the creosoted pine sleepers have been replaced by cast-iron pots. Out of 87.41 miles on the Erode branch, 10.00 miles have been relaid with 52lb. bull-headed rails on the same pots, the remaining 77.41 miles remain as originally laid.</p> <p>The Negapatam branch has been extended to Nagore 4.68 miles, laid with 68lb. second class double headed iron rails on salwood sleepers.</p> <p>The main line from the Beach at Madras to Tuticorin has, with the exception of 0.31 mile through Tanjore station, been completely relaid with 50lb. rails on cast-iron pots replacing between Madras and Tanjore and Trichinopoly and Tuticorin, the 40.3lb. rails on creosoted pine sleepers.</p> <p>From Conjeeveram to Arkonam the original 35lb. rails and wooden sleepers have been replaced with 50lb. rails and pot sleepers.</p> <p>The Pondicherry and Tinnevely branches and the remainder of the Arkonam branch are still laid with the 40.3lb. and 41.1lb. rails on wooden sleepers.</p> <p>The whole of this part of the system is fenced.</p> <p>The Tanjore-Pulliarpatti quarry extension is laid with 68lb. double-headed iron rails and pyinkado sleepers. The ballast is of gravel throughout the line. The ruling gradient is 1 in 85 and is 0.44 mile in length, and the sharpest curve which has a radius of 1,000 feet, 0.15 mile.</p> <p>On the Villupuram-Dharmavaram section the ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include bridges over the Cheyár, Palar and Chitrávati rivers.</p> <p>The rails are of steel, flat-footed, 41.1lb. to the yard (except for 15.43 miles south of the Chitrávati, which has been laid with 40lb. second-hand iron rails), laid on steel transverse sleepers of the pea-pod pattern. Second-hand rails are laid in sidings.</p> <p>The Madras railway is crossed by an overbridge 1.50 miles to the west of Katpadi station, where extensive junction arrangements were completed during 1891-92.</p> <p>On the Nellore branch the ruling gradient is 1 in 100. Although the country is comparatively flat, the crossing of the drainage, as it approaches the sea, has necessitated high banks and a large allowance of waterway.</p> <p>The Madras railway is crossed by an overbridge near Rénigunta, where a large station has been built. The rails are of steel, flat-footed, 41.1lb. to the yard, laid partly on Denham-Olphert's cast-iron sleepers, and partly on steel transverse sleepers of the pea-pod pattern.</p> <p>The largest bridge is one of 7 spans of 100 feet over the Rallayeroo river near Rénigunta.</p> <p>This branch, including the Native state section, is being constructed for a single 3' 3½" gauge line. The ruling</p>	<p>The line from Negapatam to Erode was commenced in May 1859 by the late Great Southern India Railway Company, and was completed on the 5' 6" gauge. It was converted to 3' 3½" gauge in sections as follows: Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karúr, July 1879; Karúr to Erode, December 1879.</p> <p>The line from Arkonam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system, and was completed on the 3' 6" gauge.</p> <p>A 3 per cent. guarantee accorded on the 1st January 1868 was subsequently included in the contract entered into with the late Carnatic Railway Company for the extension to Cuddalore. The line was converted to the 3' 3½" gauge in July 1878. On the 1st July 1874, the above two undertakings were amalgamated under the title of the South Indian Railway Company, and the whole system is now on the 3' 3½" gauge.</p> <p>The estimates for the extensions from Trichinopoly to Tinnevely and Tuticorin were sanctioned on the 2nd March 1872, and those for the sections from Madras to Cuddalore and Cuddalore to Tanjore on the 25th February 1873 and the 12th June 1874, respectively. Since the opening of the line throughout between Madras and Tuticorin, this has become the main line with branches to Arkonam, Pondicherry, Negapatam, Erode and Tinnevely.</p> <p>The estimate for the connecting link between Chingleput and Conjeeveram—the earthwork of which was completed by famine labour—was sanctioned in November 1879.</p> <p>The estimate for the Villupuram-Gingee river section was sanctioned in May 1879.</p> <p>This line is required for famine protection purposes of certain districts which suffered severely in 1876-78.</p> <p>The construction of the Nellore branch from Tirupati to Nellore was sanctioned on the 15th November 1883; but for want of funds the work was suspended in May 1885 and was not resumed until November 1885. The portion of the line from Villupuram to Dharmavaram and Tirupati was sanctioned in November 1888, and work was commenced in January 1889. The Gudur-Nellore section, 23.71 miles, has been converted to the 5' 6" gauge and was handed over to the Bezwada-Madras railway on the 1st November 1898.</p> <p>On the 1st January 1891 the South Indian railway was purchased by the Secretary of State and handed over together with the Villupuram-Guntakal State railway, to a new company called the "South Indian Railway Company, Limited"—the whole now forming the South Indian railway system. The Dharmavaram-Guntakal section of the latter railway was made over for working to the Southern Mahratta Railway Company on the 1st January 1893, and now forms a part of the Guntakal-Mysore frontier railway.</p> <p>The South Indian Railway Company works, under agreement, the portion (7.84 miles) of the Pondicherry branch lying within French territory and known as the Pondicherry railway. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—vide Appendix Z to Part II of the Railway Administration Report for 1894-95.</p> <p>The construction of the Eastern section of the line between Paramakudi and Mandapam was commenced in</p>

Appendix 7.  
History of Railways.

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## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
24 (u)	<b>South Indian—concl'd.</b> (3' 3½" gauge).		Brought forward . 662.31
	Brought forward . . . 362.63 446.58		
	<b>MADRAS-TUTICORIN SECTION—</b>		
	<b>Branches—</b>		
	Junction to Capper Quarry with main line to buffer end (Capper Quarry branch) . . . . . 0.86		Junction with main line to Capper Quarry . . . 15-4-00 0.86 Tuticorin to buffer end of Senanducolam salt siding 12-11-99 2.14 Junction of Senanducolam salt siding to buffer end of Lenengapuram . . . 12-11-99 0.25
	Tuticorin to Buffer end of Senanducolam . . . . . 2.14		<b>Total Madras-Tuticorin section . . . . . 665.78</b>
	Junction of Senanducolam salt siding to Buffer end of Lenengapuram (Salt branch) . . . . . 0.25		
	<b>365.78 446.80 812.58</b>		
	<b>VILLUPURAM-DHARMAVARAM SECTION—</b>		
	<b>Main line—</b>		
	Villupuram (101.13 miles from Madras on the South Indian railway) to Dharmavaram (380.37 miles from Madras on the South Indian rail- way) . . . . . 279.18		<b>VILLUPURAM-DHARMAVARAM SECTION—</b> <b>Main line—</b> Villupuram to Tiruvannámalai 17-11-90 41.80 Tiruvannámalai to Pákala . 18-3-91 96.55 Pákala to Váyalpád . . . 1-1-92 46.69 Váyalpád to Dharmavaram— For goods traffic . . . 1-3-92 } 94.14 For passenger traffic . . . 20-3-92 } <b>279.18</b>
	<b>Branch—</b>		
	Pákala to Gudur (Nellore branch) . . 84.10		Pákala to Tirupati west . . 18-3-91 25.05 Tirupati to Gudur . . . 15-9-87 39.05
	<b>363.28 363.28</b>		<b>84.10</b>
			<b>Total Vilupuram-Dharmavaram section . . . . . 363.28</b>
	<b>TOTAL . . 1,180.43</b>		<b>TOTAL OPEN MILEAGE . *1,033.63</b>

\* Includes 4.79 miles, details of which are not available.

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.			REMARKS.
<p>gradient from Tinnevely to Shenkottah is 1 in 100, from Shenkottah to Tenmali 1 in 60, from Tenmali to Ponalur 1 in 50, and from Ponalur to Quilon 1 in 100.</p> <p>It is proposed to lay the road with 50lb rails on cast iron pot sleepers.</p> <p>The country in the British territory between Tinnevely and Shenkottah is moderately easy; the Tambraparni river is the only one of importance crossed.</p> <p>From Shenkottah to Ponalur the line traverses through a very mountainous country, the work on which will be very heavy. At the Ariankavu pass will be a tunnel 2,600 feet in length and at Camp George to minor ones.</p> <p>From Ponalur to Quilon the country traversed is very undulating, and the work will be fairly heavy.</p> <p>The situation and lengths of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are as under:</p>			<p>July 1899 and on the remaining portion between Madura and Paramakudi in January 1900.</p> <p>The British section of this branch forms part of the undertaking of the South Indian Railway Company (Limited). The construction of the British portion between Tinnevely and Shenkottah was sanctioned on 15th May 1899, and work started in July 1899, but is confined for the present to the first 26 miles out from Tinnevely.</p> <p>The resurvey of the line between Shenkottah and Quilon through the Travancore territory is nearly completed and work will shortly begin on that length.</p> <p>The Travancore Durbar granted a loan of 7 lakhs in 1899 which will be repaid as soon as the debentures have been raised.</p> <p>The capital for the construction of this branch will be raised by the South Indian Railway Company (Limited) by debentures, the Government of India guaranteeing the interest payable on capital spent in British territory, and the Travancore Durbar similarly paying the interest due for the capital expended in their State.</p> <p>When complete the line will be worked under agreement by the South Indian Railway Company (Limited).</p>
SECTION OF LINE.	Lengths of gradients (1 in 100 to 1 in 100).	Length of curves under radius of 1,000 feet.	
MAIN LINE—	Miles.	Miles.	
Between 282.68 and 289.66 miles from Madras	2.27	...	
" 314.97 " 321.57 " "	3.58	...	
ARKONAM BRANCH—			
Between 56.90 and 57.10 miles from Madras	...	0.20	
" 73.59 " 74.15 " "	...	0.54	
ERODE BRANCH—			
Between 300.31 and 306.88 miles from Madras	1.73	...	
" 323.62 " 331.27 " "	1.84	...	
VILLUPURAM-DHARMAVARAM SECTION—			
Between 121.36 and 125.99 miles from Madras	1.15	...	
" 134.66 " 145.91 " "	2.33	...	
" 162.24 " 369.84 " "	88.94	...	
" 198.49 " 198.79 " "	...	0.30	
PAKALA BRANCH—			
Between 278.16 and 274.34 miles from Madras	14.12	...	
" 288.96 " 310.98 " "	1.43	...	
<p>This branch is being constructed for a single 3' 3 1/4" gauge line, the girder bridges being built to carry 5' 6" gauge girders in the event of the line being converted to that gauge.</p> <p>The ruling gradient is 1 in 200.</p> <p>It is proposed to lay the road with 50lb. rails on cast iron pot sleepers.</p> <p>The country through which the line runs is very flat, no large rivers are crossed, the chief bridging being over feeder channels from the Vaigai river to the village tanks.</p>			

**Appendix 7.**  
History of Railways.

## APPEN

## History of Railways constructed and in progress

NOTE.—On account of the earlier issue of this Appendix this year,

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.																																				
10 (b)	<p><b>Tapti Valley—</b> (5' 6" gauge). Miles.</p> <p>Kankra-Khari to Amalner . . . . .</p>	<p>Miles.</p> <p>155'45</p>	<p>Kankra-Khari to Vyára—</p> <table><tr><td>For goods traffic . . . . .</td><td>1-12-98</td><td rowspan="2">}</td><td rowspan="2">35'91</td></tr><tr><td>For passenger traffic . . . . .</td><td>3-1-99</td></tr><tr><td>Vyára to Chinchpada . . . . .</td><td>10-7-99</td><td></td><td>36'55</td></tr><tr><td>Chinchpada to Náandarbar . . . . .</td><td>8-10-99</td><td></td><td>25'20</td></tr><tr><td>Nándurbar to Dondaiche . . . . .</td><td>11-11-99</td><td></td><td>21'44</td></tr><tr><td>Dondaiche to Nárdana—</td><td></td><td></td><td></td></tr><tr><td>For goods traffic . . . . .</td><td>25-11-99</td><td rowspan="2">}</td><td rowspan="2">19'78</td></tr><tr><td>For passenger traffic . . . . .</td><td>15-3-00</td></tr><tr><td>Nárdána to Amalner . . . . .</td><td>15-3-00</td><td></td><td>16'59</td></tr><tr><td></td><td></td><td></td><td><u>155'45</u></td></tr></table>	For goods traffic . . . . .	1-12-98	}	35'91	For passenger traffic . . . . .	3-1-99	Vyára to Chinchpada . . . . .	10-7-99		36'55	Chinchpada to Náandarbar . . . . .	8-10-99		25'20	Nándurbar to Dondaiche . . . . .	11-11-99		21'44	Dondaiche to Nárdana—				For goods traffic . . . . .	25-11-99	}	19'78	For passenger traffic . . . . .	15-3-00	Nárdána to Amalner . . . . .	15-3-00		16'59				<u>155'45</u>
For goods traffic . . . . .	1-12-98	}	35'91																																				
For passenger traffic . . . . .	3-1-99																																						
Vyára to Chinchpada . . . . .	10-7-99		36'55																																				
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Nárdána to Amalner . . . . .	15-3-00		16'59																																				
			<u>155'45</u>																																				
28 (a)	<p><b>Tárakeshwar-Magra—</b> (2' 6" gauge). Tárakeshwar (terminus of the Tarkessur railway) to Magra, a station on the East Indian railway . . . . .</p>	<p>31'12</p>	<p>Tárakeshwar to Basua . . . . . 7-11-94 12'50</p> <p>Basua to Magra . . . . . 8-3-95 18'62</p> <p><b>TOTAL OPEN MILEAGE . . . . . 31'12</b></p>																																				
1 (d)	<p><b>Tarkessur—</b> (5' 6" gauge). Seoraphuli (14 miles from Howrah on the East Indian Railway) to Tarkessur in the Hooghly district . . . . .</p>	<p>22'23</p>	<p>Seoraphuli to Tarkessur . . . . . 1-1-85 22'23</p>																																				
30 (a)	<p><b>Tezpore-Bálpárá—</b> (2' 6" gauge). Tezpore Ghât to Bálpárá . . . . .</p>	<p>Miles.</p> <p>20'10</p>	<p>Miles.</p> <p>Tezpore ghât to Bindukuri—</p> <table><tr><td>For goods traffic . . . . .</td><td>9-8-94</td><td rowspan="2">}</td><td rowspan="2">8'10</td></tr><tr><td>For passenger traffic . . . . .</td><td>1-9-95</td></tr><tr><td>Bindukuri to Bálpárá . . . . .</td><td>1-9-95</td><td></td><td>12'00</td></tr><tr><td><b>TOTAL OPEN MILEAGE . . . . .</b></td><td></td><td></td><td><u>20'10</u></td></tr></table>	For goods traffic . . . . .	9-8-94	}	8'10	For passenger traffic . . . . .	1-9-95	Bindukuri to Bálpárá . . . . .	1-9-95		12'00	<b>TOTAL OPEN MILEAGE . . . . .</b>			<u>20'10</u>																						
For goods traffic . . . . .	9-8-94	}	8'10																																				
For passenger traffic . . . . .	1-9-95																																						
Bindukuri to Bálpárá . . . . .	1-9-95		12'00																																				
<b>TOTAL OPEN MILEAGE . . . . .</b>			<u>20'10</u>																																				
24 (c)	<p><b>Tinnevelly-Quilon (Travancore) branch</b> (Native state section)— (3' 3½" gauge).</p>	<p>56'86</p>																																					

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line is being constructed for a single track. The permanent-way consists of 70lb. flat-footed rails and creosoted pine and teak sleepers.</p> <p>The ruling gradient is 1 in 200 and aggregates 51·78 miles. The minimum radius of curve is 30 or 1,910 feet.</p>	<p>The line has been constructed by the Bombay, Baroda and Central India Railway Company for the Tapti Valley Railway Company under contract with the Secretary of State for India, and is being worked as part of their 5' 6" gauge system, on behalf of the promoters. Work was started on such land as was handed over in January 1897, and the whole length was inspected and opened for public traffic with the sanction of Government on 15th March 1900. The indentures will be found in Appendices P and Q to Part II of the Railway Administration Report for 1896-97.</p>
<p>The line is single throughout. The permanent-way consists of flat-bottomed steel rails, weighing 30lbs. to the yard, laid on patent steel sleepers for 10 miles and pyinkado wood sleepers for the remainder, over 6 inches of sand ballast with brick boxing.</p> <p>The bridging on the line is of a simple character. Girders, built or rolled, have been provided for the important water-ways, smaller openings being covered with timber tops, arches and stoneware pipes.</p> <p>The line is partially fenced.</p> <p>There are no gradients of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, <i>vis.</i>, 955 feet, the length of which is 14·38 chains.</p>	<p>The line has been constructed and is owned and managed by the Bengal Provincial Railway Company, Limited.</p> <p>An extension of about 2·50 miles from the Magra terminus to Tribeni ghât has been surveyed, but the undertaking of the project has for the present been postponed.</p>
<p>The permanent-way consists of 74lb. rails and fastenings of wrought-iron purchased from the East Indian railway, the sleepers used being transverse plate of cast-iron of the Denham Olphert's latest pattern.</p> <p>The line is fenced and ballasted throughout.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The construction of this railway was sanctioned on the 20th February 1883. It is one of the first railways in India constructed by private enterprise without the aid of any Government guarantee of interest on capital. The latter has been raised in this country by an association of European and Native gentlemen who have paid every expense connected with the construction of the line—excepting the cost of survey, and the cost of acquiring the necessary land which has been given free by the Government of Bengal.</p> <p>The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix N to Part II of the Railway Administration Report for 1887-88.</p>
<p>The permanent-way consists of flat-bottomed steel rails weighing 30lbs. to the yard, laid on wooden sleepers 2,200 to the mile. The line is unballasted and is single throughout.</p> <p>The ruling gradient is 1 in 125 of which there are 4 in number aggregating 1·10 miles.</p> <p>The narrowest curves between stations are two of 500 feet radius on the first mile for lengths of 294 feet and 450 feet, respectively. In station yards the minimum radius is 300 feet.</p>	<p>The commencement of work was provisionally authorized by the Administration of Assam in 1893, but the line was not formally sanctioned till October 1894, and the final Tramway Order was gazetted on the 1st June 1895.</p>
	<p>For details please see South Indian railway.</p>



DLX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The line is laid partly with iron rails 40lbs. to the yard, and partly with steel rails 41½lb. to the yard, on transverse sleepers of sal and deodar, and Denham-Olphert's and Denham's iron sleepers. The 40lb. iron rails are being replaced with 50lb. steel rails. The line is ballasted, and the country through which it passes is easy. It is fenced throughout with wire and stone posts.</p>	<p>The Tirhoot line was started in February 1874 for the relief of famine, and was opened for grain traffic from the Ganges bank, opposite Barh to Durbhunga, in April of that year. It was closed during the rainy season and opened again in November, and was permanently opened for public traffic on the 1st November 1875.</p> <p>The construction of the line from Dalsinghsarai to Semaria ghat was sanctioned on the 3rd February 1882 in consequence of the silting up of the river Ganges and the formation of a bar opposite Barh. On the opening of this line the route <i>via</i> Bajitpur and the Barh branch was closed.</p> <p>The survey for the permanent line was ordered on the 8th December 1874, and its construction on 6th January 1876.</p> <p>With the opening of the section from Pratapganj to Khanwa ghat the construction of the Kosi extension project was brought to completion.</p> <p>This line is connected with the Behar section of the Eastern Bengal State railway by means of a ferry across the Kosi river, between Khanwa ghat on the Kosi extension of this line and Ancharaghat on the Kosi branch of the Eastern Bengal State railway.</p>
<p>The Bairagnia branch is laid with second-hand iron rails 60lbs. to the yard, received from the North Western State railway, the sleepers used being of pyinkado wood from Burma.</p>	

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year.

Class : No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
20 (a)	<p><b>Udaipur-Chitor—</b> (3' 3½" gauge).</p> <p>From Berach near Chitorgarh (550·75 miles from Bombay <i>via</i> the Godhra-Rutlam-Nāgdā railway) <i>via</i> Debari to the Ahr river near Udaipur . . .</p>	<p>Miles.</p> <p>67·30</p>	<p>Miles.</p> <p>Berach near Chitorgarh to Debari near Udaipur . . . 1-8-95 60·39</p> <p>Separate station at Chitorgarh . . . 15-8-98 0·47</p> <p>Debari to Udaipur . . . 25-8-99 6·44</p> <p><b>TOTAL OPEN MILEAGE . . . 67·30</b></p>
10 (n)	<p><b>Vijapur-Kalol—</b> (3' 3½" gauge).</p> <p>Vijapur to Kalol . . . . .</p>	<p>29·60</p>	
9 (c)	<p><b>Wardha Coal—</b> (5' 6" gauge).</p> <p>Wardha (471·25 miles from Bombay, Victoria terminus), on the Nāgpur branch of the Great Indian Peninsula railway to Warora...</p>	<p>44·88</p>	<p>Wardha to mile 18·44 . . . 1-2-74 18·44</p> <p>Mile 18·44 to mile 40·88 (for coal traffic only) . . . 24-12-75 22·44</p> <p>Mile 40·88 to Warora (for coal traffic only) . . . 26-4-76 4·00</p> <p>Mile 18·44 to mile 21 (for public traffic) . . . 16-6-77</p> <p>Mile 21 to Warora (mile 44·88), for public traffic . . . 7-11-77</p> <p><b>TOTAL OPEN MILEAGE . . . 44·88</b></p>



DIX 7.—continued.

Appendix 7:  
History of Railways.

on the 31st December 1900, alphabetically arranged.

It has not been possible to bring this statement fully up to date.

Details of construction.	REMARKS.
<p>The works on the Berach-Debari section are comparatively light, the largest bridge being 8 spans of 20 feet situate on an open straight road over the Baila nullah, mile 8½. The permanent-way consists of 41½ lb. flat-footed steel rails, 30 feet long, laid on deodar sleepers, with broken stone ballast.</p> <p>The whole line is unfenced.</p> <p>The steepest gradient is 1 in 100 for a length of 0·84 mile (including compensation for curves the length is 1·17 miles) between miles 58 and 60, and the sharpest curve is of 1,146 feet radius, and is 0·54 mile in length.</p> <p>On the extension from Debari to the Ahr river near Udaipur the works are heavier—there being a tunnel 300 feet long. The permanent-way will be the same as on the Berach-Debari section. The steepest gradient is 1 in 100, aggregating 0·96 mile between miles 61 and 62. The sharpest curve has a radius of 820 feet and is 0·16 mile in length, and occurs at the 61st mile post.</p>	<p>The line was constructed at the expense of the Mewar Durbar.</p> <p>It was sanctioned for construction in February 1894.</p> <p>The line was worked by the Bombay, Baroda and Central India railway up to the 31st December 1897, when the working was taken over by the Mewar Durbar.</p> <p>Work on this section commenced in January 1898.</p>
<p>The ruling gradient is 1 in 200, aggregating in length 1·36 miles. The sharpest curve has a radius of 4,524 feet.</p> <p>The line is to be laid with 41½ lb. steel rails, 24 feet long on deodar sleepers in kunkur ballast.</p>	<p>The survey of this line was carried out by the Bombay, Baroda and Central India Railway Company in 1896.</p> <p>The construction of the line was sanctioned in September 1899.</p> <p>The line is to be constructed for the Baroda Darbar by the Bombay, Baroda and Central India Railway Company.</p>
<p>The line is constructed for a single track. There are 18 miles of 69 lb double-headed steel rails and 27 miles of 68 lb. iron rails. The sleepers throughout are of half-round teak and the ballast is all broken stones.</p> <p>The line is fenced throughout.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>This line was constructed to carry coal from the Warora mines to the Great Indian Peninsula railway, and also for the benefit of Hinganghât, a great cotton mart.</p> <p>The orders for the survey of the line were issued on the 3rd January 1870. Sanction for the construction of the first 18 miles was given on the 5th February 1872, and for the remainder on the 1st April 1874.</p> <p>The line has been worked and maintained by the Great Indian Peninsula Railway Company from the 1st January 1891. The terms of working will be found in Appendix I to Part II of the Railway Administration Report for 1890-91.</p>

**Appendix 7.**  
**History of Railways.**

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
23 (a)	<b>West of India Portuguese —</b> <i>(3' 3½" gauge).</i> Mormugao on the west coast to the Portuguese frontier (junction with the Southern Mahratta railway) . . . . .	51'11	Mormugao to Sonauli . . . 17-1-87 Sonauli to the Portuguese frontier . . . 3-2-88  <b>TOTAL OPEN MILEAGE .</b>	41'00 10'11  <b>51'11</b>
22 (a)	<b>Yesvantpur-Mysore frontier—</b> <i>(3' 3½" gauge).</i> Yesvantpur (363'25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier . . . . .	51'35	Yesvantpur to Dodballapur . 15-12-92 Dodballapur to Mysore frontier . . . 17-9-93  <b>TOTAL OPEN MILEAGE .</b>	19'93 31'42  <b>51'35</b>

## DIX 7—continued.

Appendix 7.  
History of Railways.

on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.				REMARKS.	
<p>The first 38 miles up to Collem station, on which the ruling gradient is 1 in 100, are constructed for a single line as regards the earthwork and iron superstructure, but for a double line as regards all bridges and culverts, and the remaining 13 miles with a maximum gradient of 1 in 40 for a double line of rails.</p> <p>The permanent-way throughout is of the 62lb. State Railway type with 10 sleeper to the rail. The sleepers used are creosoted pine, sal, teak and jamba.</p> <p>The locomotives are of one type, weighing 43½ tons when loaded. Two suffice to take a train up the Ghats. On the Ghats there are 12 tunnels and 2 covered ways, and the masonry works are very heavy. The total work on the Ghat incline is not much less than that on the Bhor Ghat on the Great Indian Peninsula railway. The length and situation of gradients up to <math>\frac{1}{100}</math>, and of curves under a radius of 1,000 feet are detailed below:</p>				<p>The West of India Portuguese line has been undertaken by a company, under a guarantee given in April 1881 by the Portuguese Government. It extends from Mormugao, in the Portuguese settlement of Goa, to the Portuguese frontier.</p> <p>Work was commenced on the 22nd February 1882 and the harbour and line to the 41st mile were opened for public traffic on the 17th January 1887.</p>	
SECTION OF LINE	LENGTH OF GRADIENTS.			LENGTH OF CURVES UNDER A RADIUS OF 1,000 FEET.	
	and less	1 in 100	1 in 100	720 feet radius.	800 feet radius.
	Miles.	Miles.	Miles.	Miles.	Miles.
Mormugao harbour to mile 1	...	...	...	0'15	0'41
Collem to frontier—between 41 and 51 miles	12'42	...	...	...	5'80
Between 39'50 and 40'50 miles	...	0'55	...	...	...
Between 2'50 and 39'50 miles	...	...	12'18	...	...
<p>The rails used are of the State Railway type, weighing 50lb. to the yard, on the Ghat section, 11 miles in length and 41½ lb. to the yard on the remainder of the line. The sleepers are of Mysore teak throughout.</p> <p>On the Ghat section the ruling gradient is 1 in 89, and the sharpest curve of a radius of 673 feet; on the rest of the line the ruling gradient is 1 in 100 and the sharpest curve has a radius of 1,910 feet.</p> <p>The line is ballasted with broken stone in the cuttings and sand and moorum in the banks. It is fenced throughout.</p>				<p>The line was sanctioned for construction in March 1890. It was constructed by the Mysore Government and made over to the Southern Mahratta Railway Company for working on the dates the sections were opened to traffic.</p>	

**Appendix 7.**  
**History of Tramways.**

APPEN

*History of Steam tramways outside Municipal limits constructed and*

NOTE.—On account of the earlier issue of this Appendix this year,

Class: No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
36 (c)	<p><b>Dandot colliery—</b> (2' 0" gauge). Miles.</p> <p>Dandot station on the Khewra branch of the North Western State railway to the mouth of the main mine . . . 1'89</p> <p>Head of middle incline to shaft No. 10 of outcrop mine . . . 1'29</p> <p>Head of upper incline to Pidh coal platform . . . 3'00</p>	<p>Miles.</p> <p>6'18</p>	<p>Miles.</p> <p>Dandot station to the mouth of the main mine (open for coal traffic only) . . . 5-7-89 1'89</p> <p>Head of middle incline to shaft No. 10 of outcrop mine . . . 1-7-93 1'29</p> <p>Head of upper incline to Pidh coal platform . . . 6-6-93 3'00</p> <p><b>TOTAL OPEN MILEAGE . . . 6'18</b></p>
36 (d)	<p><b>Madura District Tramways.</b> (2' 6" gauge). Miles.</p> <p>Ammayanakkanur to Kotagudi . . . 55'00</p> <p>Periyakulam to Krishnamanaik's tope . . . 5'00</p> <p>Thene to Kuruvanath . . . 33'00</p>	<p>Miles.</p> <p>93'00</p>	
36 (e)	<p><b>Parlakimedi—</b> (2' 6" gauge).</p> <p>Naupada to Parlakimedi . . . :</p>	<p>25'00</p>	.....
36 (a)	<p><b>Powayan—</b> (2' 6" gauge).</p> <p>Shahjahanpur (310'00 miles from Moghal Sarai on the Oudh and Rohilkhand railway) to Powayan, and thence to Mailani on the Rohilkund and Kumaon railway . . .</p>	<p>39'50</p>	<p>Shahjahanpur to Powayan . 17-6-90 17'00</p> <p>Powayan to Khotar . . 19-5-91 14'00</p> <p>Khotar to Mailani . . . 22-12-94 8'50</p> <p><b>TOTAL OPEN MILEAGE . . 39'50</b></p>
36 (δ)	<p><b>Thaton-Duyinzaik—</b> (2' 6" gauge).</p> <p>Thaton to Duyinzaik on the Donedamie river .</p>	<p>7'76</p>	<p>Thaton to Duyinzaik . 11-2-85 7'76</p>

DIX 7—concluded.

Appendix 7.  
History of Tramways.

in progress on the 31st December 1900, alphabetically arranged.

it has not been possible to bring this statement fully up to date.

Details of construction.					REMARKS.																						
<p>The line is partly a double and partly a single track. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked by steel wire ropes by combined gravity and steam power. The grades on the inclines vary from 1 in 2'30 to 1 in 17, with minimum curves of a radius of 60 feet. The second section contains a third incline with grades of 1 in 3 and 1 in 4, the remainder being a single line tramway along the sides of the mountain with a maximum grade of 1 in 50; the sharpest curve is 150 feet in radius. The permanent-way consists of old metre gauge 36 lb. and 40 lb. rails laid on deodar sleepers. There is only one large bridge of 60-foot span, which forms part of one of the inclines on a grade of 1 in 2'50. The line is unfenced. The Pidh extension is of the same construction and grading as the tramway from head of incline to 10 south outcrop mine, but one semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself. The length of gradients up to 1 in 100 and of curves under a radius of 1,000 feet, is shown in the following table:</p> <table><tr><th colspan="3">LENGTH OF GRADIENTS.</th><th colspan="2">CURVES UNDER A RADIUS OF 1,000 FEET.</th><th rowspan="3">REMARKS.</th></tr><tr><th><math>\frac{1}{10}</math> and less.</th><th><math>\frac{1}{11}</math> to <math>\frac{1}{10}</math></th><th><math>\frac{1}{11}</math> to <math>\frac{1}{100}</math></th><th>Length.</th><th>Radii.</th></tr><tr><th>Miles.</th><th>Miles.</th><th>Miles.</th><th>Miles.</th><th></th></tr><tr><td>2'46</td><td>0'06</td><td></td><td>1'36</td><td>Varying from 74 to 450 feet.</td><td></td></tr></table>					LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.	$\frac{1}{10}$ and less.	$\frac{1}{11}$ to $\frac{1}{10}$	$\frac{1}{11}$ to $\frac{1}{100}$	Length.	Radii.	Miles.	Miles.	Miles.	Miles.		2'46	0'06		1'36	Varying from 74 to 450 feet.		<p>This tramway has been constructed by the North Western State railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway.</p>
LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.																						
$\frac{1}{10}$ and less.	$\frac{1}{11}$ to $\frac{1}{10}$	$\frac{1}{11}$ to $\frac{1}{100}$	Length.	Radii.																							
Miles.	Miles.	Miles.	Miles.																								
2'46	0'06		1'36	Varying from 74 to 450 feet.																							
<p>The rails are flat-bottomed steel, weighing 25lb. to the yard, laid on wooden sleepers. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The line runs as far as Khotar alongside the public road, thence through forest lands up to Mailani where it joins the Rohilkund and Kumaon railway.</p>					<p>The section from Shahjahanpur to Khotar was sanctioned for construction in January 1889, and that from Khotar to Mailani in February 1894. The tramway is under the management of Messrs. Lyall, Marshall &amp; Co. of Calcutta, who are now the Company's managing agents, with a local manager at Shahjahanpur.</p>																						
<p>The rails are steel, Vignole's section; the sleepers are of steel and wood. There are no large bridges. The line is ballasted. An aggregate length of 5,600 feet is situated on a grade of <math>\frac{1}{80}</math>, while the total length of curves, under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.</p>					<p>This line is constructed along the public road, which has been specially made in view to tramway communication being established. The Local Government originally guaranteed in 1883 a subsidy of Rs. 8,100 per annum for three years but the amount was reduced from 11th February 1888 to Rs. 6,000 per annum. On the 11th August 1894 the payment of this subsidy ceased altogether. The line now receives a subsidy of Rs. 100 per month.</p>																						



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**APPENDICES**  
**of**  
**STATISTICS.**

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# Appendix 8. General results.

APPEN

*General results*  
*Indian Railways*  
(Referred to in paragraphs 15, 20,

GENERAL RESULTS					
Calendar year.	Total mileage open on 31st December.	Total Capital outlay in rupees.	Gross Earnings in thousands of rupees.	TOTAL WORKING EXPENSES IN THOUSANDS OF RUPEES.	
				Amount.	Proportion per cent. to gross earnings.
1	2	3	4	5	6
1896 . .	20,209	2,68,95,22,650	25,36,14	12,13,84	47'86
1897 . .	21,070	2,82,19,73,263	25,60,22	12,48,16	48'75
1898 . .	21,995	2,92,88,83,257	27,45,61	13,03,24	47'47
1899 . .	23,475	3,09,29,61,160	29,41,34	13,96,66	47'48
1900 . .	24,707	3,30,34,83,361	31,59,67	15,09,95	47'79

GROSS EARNINGS IN THOUSANDS									
Calendar year.	COACHING TRAFFIC.						Goods		
	1st Class.	2nd Class.	Intermediate Class.	3rd Class.	Other Coaching Traffic.	Total Coaching Traffic (sum of 17 to 21).	Total Goods Traffic (sum of 24 to 28).	General Merchandise.	Coal.
16	17	18	19	20	21	22	23	24	25
1896 . .	30,49	45,17	55,52	6,90,89	98,19	9,20,26	15,41,74	12,96,62	1,66,14
1897 . .	29,61	44,90	49,78	6,37,84	1,23,97	8,86,10	15,88,99	13,15,53	1,77,42
1898 . .	31,63	45,39	49,78	6,30,84	1,10,32	8,68,96	17,88,64	14,89,31	2,08,85
1899 . .	31,92	48,31	52,33	6,76,76	1,13,26	9,22,58	19,23,74	16,12,81	2,21,64
1900 . .	32,18	48,54	56,36	7,58,00	1,31,36	10,26,44	20,40,95	16,92,23	2,57,39

*Number of passengers and quantity of goods carried, the average distance*

PASSENGERS CARRIED AND AVERAGE DISTANCE TRAVELLED BY													
Calendar year.	Total mileage open on 31st December.	1ST CLASS.			2ND CLASS.			INTERMEDIATE CLASS.			3RD CLASS.		
		No.	Average distance carried.	Average rate charged in pies.	No.	Average distance carried.	Average rate charged in pies.	No.	Average distance carried.	Average rate charged in pies.	No.	Average distance carried.	Average rate charged in pies.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1896 . .	20,209	613,890	74'65	12'61	3,599,777	47'46	5'03	5,501,414	62'79	3'09	149,793,864	39'28	2'26
1897 . .	21,070	602,386	75'59	12'28	3,500,234	50'25	4'87	5,007,255	61'64	3'10	140,569,953	38'48	2'27
1898 . .	21,995	745,251	74'67	12'40	3,714,835	48'22	4'93	5,223,068	58'53	3'13	141,441,868	37'58	2'29
1899 . .	23,475	666,380	71'78	12'59	3,947,942	43'90	5'32	5,405,529	60'56	3'07	151,275,502	37'58	2'30
1900 . .	24,707	655,180	74'65	12'59	3,855,736	44'04	5'49	5,913,311	58'93	3'11	164,400,250	39'16	2'31

\* Excludes railways wholly

† This column represents the percentage of net earnings on capital outlay but does  
‡ Including Revenue stores.

§ These include Steam-boat. Contribution to Provident Fund



## DIX 8.

Appendix 8.  
General results.

*of working  
treated as one System.*  
24, 27, 29, 30, 37 and 47 of Report.)

## OF WORKING.

NET EARNINGS IN THOUSANDS OF RUPEES.		PER MILE WORKED. (EXCLUDING STEAM BOAT).			PER TRAIN MILE. (EXCLUDING STEAM-BOAT).			Calendar year.
Amount.	Percentage of Capital outlay.†	Gross Earnings in rupees.	Working Expenses in rupees.	Net Earnings in rupees.	Gross Earnings in rupees.	Working Expenses in rupees.	Net Earnings in rupees.	
7	8	9	10	11	12	13	14	15
13,22,30	4'92	12,750	6,080	6,670	3'85	1'84	2'01	1896
13,12,06	4'65	12,382	6,019	6,363	3'66	1'78	1'88	1897
14,42,37	4'92	12,719	6,022	6,697	3'76	1'78	1'98	1898
15,44,68	4'99	12,800	6,038	6,762	3'78	1'79	1'99	1899
16,49,72	4'99	13,025	6,205	6,820	3'74	1'78	1'96	1900

## OF RUPEES.

## WORKING EXPENSES IN THOUSANDS OF RUPEES.

TRAFFIC.			Electric telegraph.	Steam-boat and sundries.	Engineering.	Locomotive.	Carriage and wagon.	Traffic.	General.	Other Expenses. ‡	Calendar year.
Military Stores.	Railway Material.	Miscellaneous. †									
26	27	28	29	30	31	32	33	34	35	36	37
12,57	16,99	49,42	7,69	66,45	3,16,66	4,03,64	1,09,15	2,02,04	1,28,36	53,99	1896
23,69	19,72	52,63	8,11	77,02	3,24,42	4,05,35	1,14,98	2,10,84	1,33,27	59,30	1897
21,20	19,86	49,42	7,51	80,50	3,15,18	4,30,11	1,33,69	2,20,92	1,36,60	66,74	1898
13,07	23,44	52,73	8,72	86,30	3,43,05	4,71,99	1,34,23	2,31,97	1,42,62	72,80	1899
13,79	18,27	59,27	7,93	84,35	3,62,24	5,29,30	1,39,84	2,51,01	1,47,80	81,76	1900

*travelled by each, and the train-mileage run by railways in India.*

EACH.		TRAIN-MILES RUN.			GOODS TRAFFIC.			Calendar year.
TOTAL NO. OF PASSENGERS CARRIED.		Coaching.	Total train-mileage. (sum of 17 and 19).	Goods.	Tonnage carried.	Average distance carried.	Average rate charged in pies.	
No.	Average distance carried.							
15	16	17	18	19	20	21	22	23
159,508,945	39'98	28,240,082	65,377,354	37,137,272	32,471,335	141'32	6'45	1896
149,679,828	39'22	32,191,978	69,503,470	37,311,492	33,698,617	142'85	6'34	1897
151,125,022	38'53	30,425,592	72,523,953	42,098,361	36,350,900	162'12	5'99	1898
161,295,353	38'48	31,428,498	77,294,429	45,865,931	40,598,520	152'92	5'96	1899
174,824,483	40'09	34,328,845	84,058,264	49,729,419	43,615,289	153'57	5'85	1900

under construction, *vide* paragraph 40 of Report.  
not represent the gain or loss to the State, for which information Appendix 30 should be consulted.

and Special and miscellaneous expenditure.

# Appendix 9. Earnings by systems.

APPEN

Gross earnings in thousands of rupees

(Referred to in paragraphs

N. B.—A reference to Appendix 2 will furnish the key to

Gauge.	5' 6".																				
Class No.	1	2			3	4	5	6	7	8			9			10			11		
Calendar Year.	E. I.	E. B. SYSTEM.			B. C.	B. N.	E. C.	P. T. e	O. & R.	NORTH WESTERN SYSTEM.			G. I. P. SYSTEM.			B. B. & C. I. SYSTEM.			Niz.'s G. STATE SYSTEM.		
		5' 6" gauge. (a)	other gauge. (b) to (e)	Total.						Commercial section.	Military section.	Total.	G. I. P. (a) to (e)	I. M. (f) to (j)	Total.	B. B. & C. I. (a) to (d) & (j) & (k)	R. M. (e) to (i).	Total.	Niz.'s (a) & (b)	H. G. V. (c)	Total.
PASSENGER TRAFFIC.																					
1896 .	1,67,96	47,02	Included with 5' 6" gauge section.	47,02	5,84	14,39	12,20	...	34,85	89,83	11,55	1,01,38	80,58	20,20	1,00,78	51,60	67,94	1,19,54	8,38	...	8,38
1897 .	1,59,01	44,19		44,19	6,19	12,29	13,56	...	32,85	87,99	10,73	98,72	62,48	19,41	81,99	38,33	55,99	94,32	7,71	...	7,71
1898 .	1,68,09	45,62		45,62	6,11	12,04	13,18	...	36,90	97,18	11,01	1,08,19	54,64	20,18	74,82	31,41	57,59	89,00	7,22	...	7,22
1899 .	1,72,54	47,87		47,87	6,29	19,47	19,92	...	38,48	99,59	11,40	1,10,85	63,60	21,13	84,73	43,23	61,07	1,04,29	7,56	9	7,65
1900 .	1,84,94	52,21		52,21	6,59	30,46	24,06	...	42,84	1,06,24	11,87	1,18,11	67,61	21,55	89,16	48,38	58,74	1,07,02	7,83	3,20	11,03
PARCELS AND LUGGAGE.																					
1896 .	11,48	4,31	Included with 5' 6" gauge section.	4,31	31	1,00	41	...	2,06	7,43	1,12	8,55	12,06	2,14	14,20	5,82	5,67	11,49	76	...	76
1897 .	15,91	3,49		3,49	46	1,20	46	...	2,44	13,94	1,95	15,89	11,96	2,56	14,52	6,15	6,69	12,84	86	...	86
1898 .	14,50	4,05		4,05	61	1,11	50	...	2,47	10,52	1,34	11,86	12,86	2,51	15,37	6,23	6,26	12,49	92	...	92
1899 .	15,34	4,82		4,82	58	1,42	85	...	2,61	8,78	1,20	9,98	14,14	3,34	17,48	5,93	5,92	11,55	91	1	92
1900 .	18,41	5,61		5,61	49	2,89	1,43	...	3,20	9,82	1,42	11,24	15,51	3,30	18,81	6,43	5,96	12,89	98	21	1,19
GOODS TRAFFIC.																					
1896 .	3,59,23	56,06	34,15	90,21	8,25	42,64	10,01	4,01	45,59	1,65,27	19,04	1,84,31	2,43,90	33,01	2,76,91	1,63,88	1,34,87	2,38,75	24,33	...	24,33
1897 .	4,13,21	57,21	31,85	89,06	3,86	42,88	11,35	3,52	42,66	1,81,28	19,28	2,00,56	2,02,94	39,14	2,42,08	97,54	1,30,24	2,27,78	28,24	...	28,24
1898 .	4,16,02	54,35	33,31	87,56	2,54	48,06	11,78	3,65	49,49	2,46,46	17,89	2,63,35	2,74,62	41,94	3,16,56	1,18,50	1,58,57	2,77,07	31,45	...	31,45
1899 .	4,47,26	55,11	37,63	98,74	2,38	63,64	20,54	3,83	57,89	2,28,35	16,65	2,45,00	2,72,16	51,76	3,33,92	1,28,17	1,93,45	3,21,62	34,22	53	34,75
1900 .	4,79,03	60,16	48,11	1,03,27	5,26	91,62	32,08	4,38	55,74	1,78,38	17,59	1,95,97	2,52,59	84,60	3,37,19	1,32,11	2,26,06	3,60,12	42,56	6,76	49,32
TOTAL GROSS EARNINGS. ¶																					
1896 .	5,57,02	87,83	63,59	1,51,52	9,33	63,69	24,05	4,41	86,97	2,73,31	33,27	3,06,58	3,49,54	58,37	4,07,91	1,66,21	2,14,97	3,81,18	34,58	...	34,58
1897 .	6,07,14	89,35	58,91	1,48,26	11,38	62,00	28,57	3,94	85,16	3,04,50	34,96	3,39,46	2,88,82	64,48	3,52,80	1,46,57	1,99,99	3,46,56	37,77	...	37,77
1898 .	6,17,18	86,81	61,10	1,47,91	10,25	68,79	27,97	4,28	98,52	3,68,25	31,47	3,99,72	3,53,23	67,83	4,21,08	1,62,67	2,28,52	3,91,19	40,77	...	40,77
1899 .	6,55,07	90,58	67,45	1,57,96	11,40	90,73	43,42	4,47	1,11,38	3,44,93	30,68	3,75,61	3,62,54	79,88	4,42,42	1,82,07	2,67,26	4,49,33	44,23	63	44,86
1900 .	7,06,48	96,16	78,78	1,74,96	13,33	1,29,75	60,48	5,33	1,16,76	3,08,46	32,41	3,40,87	3,46,29	1,13,17	4,59,46	1,88,92	2,99,16	4,88,06	52,69	10,63	63,32
NET EARNINGS.																					
1896 .	3,76,21	52,99	37,42	90,41	3,47	29,28	5,29	2,19	43,51	1,23,88	74	1,24,62	1,64,74	24,36	1,89,10	91,27	1,17,67	2,09,94	17,67	...	17,67
1897 .	4,24,74	47,82	33,30	81,02	4,90	29,79	8,69	1,49	36,97	1,52,88	2,18	1,54,56	1,01,77	98,29	1,30,06	65,96	1,04,06	1,70,02	19,95	...	19,95
1898 .	4,18,02	50,47	32,99	83,46	3,68	33,64	6,51	1,49	53,06	1,96,93	—40	1,96,53	1,50,03	80,26	1,80,29	88,08	1,29,55	2,17,63	23,70	...	23,70
1899 .	4,37,80	45,90	33,11	84,01	4,42	47,21	15,15	1,93	60,77	1,78,90	—7,19	1,71,71	1,67,15	34,47	2,01,68	96,31	1,52,38	2,48,09	26,27	26	27,23
1900 .	4,60,79	50,24	44,39	94,63	5,30	77,13	26,55	1,73	56,73	1,40,61	—2,47	1,44,14	1,64,59	89,53	2,24,02	98,33	1,64,39	2,52,68	30,81	4,21	35,02

\* Open only for goods traffic. † Excluding Hardwar-Dehra railway for which information is not available.

¶ This includes earnings from electric telegraph, steam

NOTE.—For net earnings of individual

NOTE.—For earnings per mile worked and per

DIX 9.

Appendix 9.

of each Railway Administration.

Earnings by systems.

15 and 37 of Report.)  
the code letters used to express railway systems.

3' 3 3/4".												2' 6".						2' 0".				Gauge.			
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	Class: No.	
MADRAS SYSTEM.		B. D.	D. S.	A. B.	Deo gh ur.	B. & N. W.	R. and K.	J. B.	U. C.	B. G. J. P.	S. M.	W. L. P.	S. I.	Bur-ma.	M.R. W.	B. L.	B. P.	B. K. L.	T. B.	O. C.	D. H.	H. A.	H. S.	Jor-hat	Calen- dar year.
Mad-ras. (a) & (b)	Nil-giri (c)																								
PASSENGER TRAFFIC.																									
40,81	...	43	1,10	8,89	26 1/2	20,90	4,50	5,02	90	10,82	32,39	60	46,96	37,24	2,34	...	...	...	...	8 1/2	2,27	...	...	11 1/2	1896
40,02	...	39	1,15	5,07	26	21,84	4,62	4,57	82	9,75	27,12	41	49,27	41,81	2,26	18	...	...	...	1	2,25	...	...	10	1897
34,91	...	44	1,11	6,83	27	23,04	5,23	4,58	85	8,57	18,12	36	43,36	41,73	2,06	17	67 1/2	...	32 1/2	...	2,25	1,83	67	12	1898
30,14	40	46	1,16	8,58	29	25,85	5,44	5,17	90	9,87	16,55	45	41,93	41,01	2,19	19	58	45 1/2	37	...	2,06	2,38	69	12	1899
35,27	84	58	1,23	9,07	31	29,45	5,57	4,56	82	9,28	25,16	49	47,73	48,72	2,16	23	67	67	39	...	2,20	2,39	70	12	1900
PARCELS AND LUGGAGE.																									
4,43	...	6	9	12	Information not available.	73	37	36	4	40	2,33	Information not available.	1,56 1/2	1,06	11	...	...	...	...	...	58	...	...	...	1896
4,93	...	6	10	19		86	41	37	4	43	2,25		1,61	1,14	14	2	...	...	...	...	55	...	...	...	1897
4,78	...	7	10	31		87	44	33	4	48	2,33		1,71	1,33	16	2	...	...	...	...	72	...	...	...	1898
4,54	8	7	12	40		99	26	34	5	50	2,19		1,71	1,32	15	2	...	...	...	...	59	...	...	...	1899
5,04	22	8	13	42		1,18	49	41	5	50	2,62		1,88 1/2	1,55	15	2	...	...	...	...	61	...	...	...	1900
GOODS TRAFFIC.																									
62,12	...	2,06	4,72	2,17	4	28,73	5,99	6,98	38	9,92	53,94	1,53	41,63	35,48	1,25	...	...	...	...	23	4,74	...	...	78	1896
68,66	...	2,27	6,40	4,24	4	28,29	5,66	6,86	34	9,71	61,73	81	40,04	41,76	1,30	85	...	...	...	10	4,43	...	...	85	1897
66,52	...	1,96	6,67	5,36	5	32,49	7,28	8,4	51	10,01	46,85	1,11	39,00	44,53	1,36	1,09	6	...	49	2	4,32	5	4	83	1898
69,05	85	2,03	7,42	6,47	4	41,44	8,99	14,62	1,09	11,09	54,24	3,43	41,99	43,00	1,67	1,32	6	1	52	9	4,27	11	4	88	1899
69,27	61	2,49	7,70	6,72	4	40,07	8,50	12,64	2,26	12,85	55,89	1,77	39,73	57,07	1,74	97	9	2	50	5	5,01	15	5	73	1900
TOTAL GROSS EARNINGS ¶																									
1,10,97	...	2,70	6,47	6,19	30	57,87	12,55	12,85	1,35	21,78	91,63	2,97	92,33	78,09	3,87	...	...	...	...	26	7,82	...	...	90	1896
1,17,38	...	2,86	8,20	9,91	30	59,94	12,51	12,40	1,23	21,11	94,08	1,90	94,84	86,76	4,27	1,08	...	...	...	11	7,44	...	...	96	1897
1,09,69	...	2,69	8,37	13,06	32	64,76	14,96	13,60	1,44	20,04	71,70	2,21	87,65	89,91	3,76	1,30	74	...	86	2	7,55	1,90	76	96	1898
1,07,73	84	2,73	9,22	16,20	33	77,83	17,38	20,84	2,11	22,43	75,87	5,72	87,90	88,26	4,20	1,56	66	46	95	9	7,15	2,51	73	96	1899
1,13,39	1,76	3,49	9,67	17,10	35	80,47	16,91	18,22	3,18	23,63	86,89	3,34	91,95	1,10,30	4,23	1,24	77	69	96	5	8,09	2,56	76	87	1900
NET EARNINGS.																									
54,59	...	1,31	3,12	33	11	32,42	4,57	8,13	54	10,74	39,69	-79	41,37	29,86	1,82	...	...	...	...	...	3,66	...	...	14	1896
60,97	...	1,45	2,55	72	11	33,70	5,08	8,11	43	9,32	40,42	-1,60	44,24	38,82	2,11	22	...	...	...	-32	3,40	...	...	14	1897
55,51	...	1,15	2,87	54	7	36,87	7,24	8,09	62	8,28	21,39	-1,10	39,38	37,88	1,64	24	21	...	20	-1,22	3,48	79	21	20	1898
59,37	20	1,13	4,71	3,23	6	41,51	8,69	12,72	1,08	10,79	24,44	164	40,95	35,79	1,70	65	12	8	28	-35	2,57	1,13	21	-6	1899
54,37	1 01	1 94	4,81	3,64	7	40,89	8,76	10,13	1,86	11,75	30,60	-66	45,29	43,95	1,59	42	21	19	26	-25	3,62	1,23	27	-15	1900

¶ Total coaching traffic. § Excluding Karaikal-Peralam and Pondicherry railways. ¶ Excluding Pondicherry railway.  
lost and other items not shown in details above.  
railways, see Appendix 20.  
train-mile, see Appendices 19 and 20.

Appendix 10.  
Grain traffic.

APPEN

Grain imported into, and exported,

NOTE.—The figures under "Imported" against sea ports represent the quantity brought in by rail and river, the greater portion of which is landed

(Referred to in para

Calendar year.	BRITISH PROVINCES (EXCLUDING CHIEF SEA PORTS)																			
	BENGAL.		BOMBAY.		SIND.		MADRAS.		NORTH-WESTERN PROVINCES AND OUDH.		PUNJAB.		CENTRAL PROVINCES.		BIHAR.		ASSAM.		TOTAL BRITISH PROVINCES.	
	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.
WHEAT.																				
1896 .	2,195	24,827	16,934	12,882	1,233	44,824	3,084	984	50,265	61,312	5,856	119,744	5,421	66,540	1,130	4,161	366	14	88,624	335,389
1897 .	15,477	8,191	27,894	12,768	715	45,346	2,029	306	29,950	176,090	14,429	149,208	27,663	12,270	12,397	177	181	14	131,235	411,378
1898 .	17,038	37,271	10,224	74,565	4,123	92,236	2,651	188	5,176	396,192	4,320	426,477	5,775	88,836	10,909	302	224	44	61,640	1,777,802
1899 .	15,620	89,530	30,357	101,500	8,241	47,328	3,027	874	6,040	371,153	22,322	324,191	7,889	64,995	16,960	108	168	107	110,636	1,009,007
1900 .	19,496	74,072	115,458	7,025	5,207	34,216	2,720	679	11,237	419,414	49,460	185,798	36,322	12,987	26,651	170	3,121	51	270,792	734,412
RICE.																				
1896 .	140,845	518,019	20,470	3,952	3,222	10,919	19,679	145,577	76,519	30,278	11,636	4,938	482	55,977	11,560	74,53,902	52,112	238,375	823,824	
1897 .	212,419	400,020	57,369	3,319	1,065	20,514	23,291	185,158	149,607	20,226	37,415	5,116	57,989	21,442	14,754	79,36,346	74,961	657,585	749,236	
1898 .	81,065	556,532	32,368	8,576	894	29,342	46,219	79,722	28,684	48,722	22,682	4,292	1,021	61,511	16,476	22,48,144	44,619	290,464	842,469	
1899 .	129,442	781,655	149,792	7,302	889	34,028	22,867	185,767	46,205	52,407	28,511	4,250	67,037	65,218	30,082	474,22,642	59,562	509,378	1,161,064	
1900 .	127,725	1,130,566	442,688	7,120	1,665	29,878	59,088	145,567	118,569	42,705	22,405	6,292	216,171	10,086	37,811	218,24,089	81,266	1,171,211	1,452,868	
OTHER GRAINS AND PULSE.																				
1896 .	16,356	158,102	62,222	112,114	6,225	43,857	57,211	44,926	271,920	40,572	40,807	154,415	22,004	22,425	3,292	21,155	22,128	78	412,585	808,696
1897 .	41,757	192,027	246,428	22,620	6,909	95,001	46,470	99,289	181,242	82,014	54,752	96,559	19,407	25,288	9,524	7,040	10,108	126	622,618	622,800
1898 .	60,800	147,161	79,322	59,072	5,228	42,271	95,046	17,268	67,218	129,796	20,479	102,269	12,862	72,525	5,108	19,217	21,401	111	277,685	596,702
1899 .	72,221	267,270	214,794	80,145	2,694	58,192	47,292	128,092	76,955	402,212	120,578	20,242	16,882	60,242	18,217	28,216	21,012	299	602,845	1,186,217
1900 .	29,962	477,225	507,128	10,275	2,694	89,279	54,289	142,519	86,204	599,015	102,222	97,079	81,074	28,007	65,200	6,247	16,020	201	952,272	1,452,151

DIX 10.

Appendix 10.  
Grain traffic.

from, the several Provinces.

for export out of India by sea. The figures shown under head "exported" represents the quantity sent out by rail and river and not by sea.

graph 18 of Report.)

NATIVE STATES.								CHIEF SEA PORTS.										GRAND TOTAL.		Cal-endar year.
RAJPUTANA AND CENTRAL INDIA.		NISAM'S TERRITORY.		MYSORE.		TOTAL NATIVE STATES.		CALCUTTA.		BOMBAY.		KURRACHEE.		MADRAS PORTS.		TOTAL SEA PORTS.				
Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.	Im-ported.	Ex-ported.			
WHEAT.																				
37,482	52,103	2,730	1,157	2,720	408	48,932	53,768	77,415	913	185,785	1,222	119,127	23	2,271	225	323,798	2,383	455,424	391,540	1896.
46,012	21,420	4,913	184	2,351	75	53,276	21,683	81,771	2,143	24,347	14,399	136,284	12	473	340	242,875	16,894	427,886	449,953	1897.
12,800	33,702	3,808	639	945	77	18,553	34,418	273,448	2,772	346,485	2,165	312,183	2	397	318	933,513	4,757	1,012,706	1,216,377	1898.
108,447	22,908	4,639	1,886	2,539	208	107,625	25,092	212,280	3,866	216,376	6,938	364,960	80	406	352	794,022	11,236	1,012,283	1,046,235	1899.
297,119	5,935	12,182	236	3,490	190	312,797	6,363	86,263	22,831	20,897	37,491	112,383	730	356	1,667	219,904	62,719	803,494	803,492	1900.
RICE.																				
28,370	752	10,134	703	22,888	4,284	61,392	5,744	433,917	123,226	10,188	8,631	10,229	203	54,994	20,897	509,323	153,537	909,095	983,125	1896.
26,598	1,143	30,152	270	16,657	6,304	73,408	7,717	359,555	453,212	4,557	71,841	20,735	172	152,872	29,035	537,723	554,861	1,268,716	811,814	1897.
20,151	2,116	25,618	803	19,970	10,595	65,739	13,516	511,508	55,252	18,598	18,357	38,894	81	59,002	53,517	628,002	127,211	984,205	984,106	1898.
31,083	3,008	28,414	390	23,423	51,813	81,080	55,219	655,245	93,929	33,763	122,265	20,708	81	117,342	26,322	827,058	242,604	1,418,416	1,459,487	1899.
56,815	825	94,190	494	34,877	2,945	185,892	4,264	715,382	148,405	7,696	449,359	28,724	190	56,906	209,587	808,708	707,547	2,165,711	2,165,709	1900.
OTHER GRAINS AND PULSE.																				
54,522	52,769	2,087	19,695	5,143	59,743	62,652	132,206	189,789	34,636	124,082	12,446	22,762	1,065	39,873	26,995	376,506	75,142	852,743	1,016,004	1896.
51,940	60,046	10,046	55,153	7,315	124,107	69,301	239,306	130,521	42,419	38,296	39,995	51,698	1,195	57,826	13,872	278,341	97,391	972,260	969,587	1897.
22,242	211,131	7,008	20,080	12,976	49,762	52,124	180,979	161,169	21,670	181,636	4,207	48,657	451	24,771	39,325	416,263	65,653	246,072	246,335	1898.
215,293	25,461	7,489	57,740	6,801	39,224	299,583	132,425	283,712	45,523	200,217	62,155	80,719	371	69,153	32,631	633,804	140,880	1,408,232	1,450,322	1899.
395,774	30,662	24,236	42,649	8,344	44,750	438,354	118,071	251,890	66,011	776,846	152,824	93,047	775	31,675	55,092	454,297	274,702	1,844,923	1,844,924	1900.

**Appendix II.**  
**Number of Passengers.**

**APPEN**  
**Number of passengers carried on each railway, and average**

(Referred to in paragraph

N. B.—A reference to Appendix 2 will furnish the key

GAUGE.	5' 6" GAUGE.														
	1			2			3			4			5		
	EAST INDIAN.			EASTERN BENGAL STATE.			BENGAL CENTRAL.			BENGAL-NAGPUR.			EAST COAST STATE.		
Calendar year.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.
1ST CLASS PASSENGERS.															
1896	55.3	126'21	15'43	40.7	53'96	13'28	2.7	38'44	9'81	6.7	84'06	13'58	3.8	43'81	18'41
1897	66.0	120'60	15'23	47.3	55'47	13'25	2.7	43'92	9'65	7.0	74'37	13'85	4.6	44'02	17'78
1898	70.4	124'42	15'24	46.6	52'19	13'23	3.2	37'82	9'72	6.0	103'08	13'53	4.8	53'35	17'18
1899	70.3	120'23	15'25	49.1	51'45	12'84	3.2	39'12	12'00	6.7	112'13	13'59	6.8	91'54	15'94
1900	70.5	121'44	15'1	45.0	53'72	13'55	2.3	43'22	14'00	8.6	117'42	13'66	7.2	130'11	15'23
2ND CLASS PASSENGERS.															
1896	206.9	128'50	6'50	144.3	43'80	6'32	33.0	22'52	4'84	17.2	74'82	5'41	21.3	23'60	8'28
1897	199.2	124'53	6'36	114.0	52'72	6'13	29.8	27'84	4'85	15.6	83'16	5'65	26.4	23'91	8'57
1898	212.4	118'96	6'43	127.0	50'78	6'21	39.2	26'93	4'85	18.7	77'88	5'85	19.4	29'21	8'84
1899	210.8	111'14	6'76	125.9	51'20	6'23	27.0	29'03	6'09	25.9	79'31	5'78	29.0	56'55	7'56
1900	215.1	122'14	6'54	119.1	51'09	6'58	25.9	22'97	7'39	27.8	77'55	8'18	29.7	70'22	6'79
INTERMEDIATE CLASS PASSENGERS.															
1896	1,191.3	59'38	3'35	948.0	32'43	3'31	116.3	31'91	3'02	41.0	48'25	2'24	1.6	59'55	4'50
1897	1,273.4	54'47	3'32	834.2	33'74	3'02	88.0	36'98	3'34	40.3	47'31	2'85	2.5	59'09	4'50
1898	1,447.2	52'94	2'29	896.5	22'65	3'02	66.1	37'84	3'26	42.6	43'86	2'82	8.0	51'94	4'48
1899	1,464.8	52'26	3'33	939.9	30'43	3'02	55.9	34'19	3'50	49.8	52'87	2'83	10.0	85'60	4'39
1900	1,618.5	52'39	3'28	981.3	28'68	3'09	61.3	32'28	3'48	53.8	64'82	2'93	15.5	93'90	4'47
3RD OR LOWEST CLASS PASSENGERS.															
1896	17,190.9	62'50	2'51	9,887.3	29'76	2'50	1,611.0	20'04	2'95	2,194.2	58'90	1'98	2,757.5	32'92	2'00
1897	16,690.2	60'69	2'51	8,939.8	30'95	2'50	1,536.1	22'74	2'93	2,060.3	52'52	2'00	2,913.6	34'35	2'02
1898	17,664.3	60'48	2'51	9,496.6	30'22	2'50	1,614.5	21'90	2'94	2,179.2	48'15	1'99	2,706.0	31'53	2'33
1899	18,410.6	59'75	2'51	10,372.4	29'71	2'50	1,645.4	22'43	2'92	2,854.5	60'72	1'98	3,720.0	38'66	2'48
1900	19,823.7	59'80	2'51	11,344.0	29'74	2'50	1,693.6	22'41	2'66	3,603.6	71'98	2'11	4,407.0	39'21	2'47
TOTAL OF ALL CLASSES.															
1896	18,654.4	63'19	2'73	11,029.3	30'29	2'70	1,763.0	26'89	3'04	2,259.1	58'90	2'08	2,779.2	32'92	2'08
1897	18,228.8	61'17	2'74	9,935.3	31'56	2'70	1,656.6	23'68	3'03	2,123.2	52'73	2'11	2,947.1	34'30	2'10
1898	19,394.3	60'79	2'73	10,565.7	30'77	2'70	1,713.0	22'57	3'03	2,246.5	48'46	2'12	2,738.2	31'60	2'43
1899	20,156.5	60'01	2'73	11,487.3	30'10	2'63	1,731.5	22'95	3'03	2,936.9	60'88	2'09	3,765.8	39'02	2'60
1900	21,727.8	60'07	2'72	12,489.4	29'95	2'68	1,783.1	22'79	3'11	3,693.8	72'02	2'20	4,459.4	39'75	2'60
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.															
1896		0'72			1'02			†			1'32			1'07	
1897		0'72			1'12			1'45			1'49			1'19	
1898		0'73			1'13			1'49			1'76			1'53	
1899		0'75			1'25			1'43			1'09			1'25	
1900		0'76			1'24			1'24			0'74			1'02	
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.															
1896		2'01			1'70			†			0'76			1'01	
1897		2'02			1'58			1'58			0'62			0'91	
1898		2'00			1'56			1'54			0'36			0'90	
1899		1'98			1'43			1'60			1'00			1'35	
1900		1'96			1'43			1'87			1'46			1'58	

N.B.—Excludes Calcutta Port Commissioners'

\* Excludes Cooch Behar (2' 6" gauge) railway. † Included with Eastern Bengal State railway.

## DIX 11.

distance travelled by, and average rate charged to, each.

20 of Report.)

to the code letters used to express railway systems.

## Appendix 11.

Number of Passengers.

5' 6" GAUGE—continued.															GAUGE.
7			8			9						10			CLASS : No.
ODISH AND ROHILKHAND STATE.			NORTH WESTERN STATE.			GREAT INDIAN PENINSULA SYSTEM.						B., B. & C I SYSTEM			Calendar Year.
						GREAT INDIAN PENINSULA. (a) to (e).			INDIAN MIDLAND. (f) to (j).			B. B. & C I. (a) to (d), (j) and (k).			
Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	
1ST CLASS PASSENGERS.															
23,0	85'91	11'46	51,5	120'67	10'95	100,0	90'85	10'97	12,4	178'36	11'01	137,0	21'26	9'82	1896.
21,3	90'13	11'15	54,8	132'47	10'51	94,0	89'48	10'71	12,6	174'08	10'40	122,6	21'60	9'74	1897.
22,5	90'75	11'26	154,3	51'29	10'42	107,1	87'30	10'72	11,4	197'83	10'41	143,1	19'67	9'67	1898.
22,0	93'20	11'37	52,6	116'12	10'89	111,6	87'18	10'95	12,4	186'02	10'80	155,4	20'39	9'71	1899.
29,1	87'14	11'52	48,2	125'33	10'72	105,5	88'12	10'96	11,9	175'95	10'86	148,8	20'56	9'66	1900.
2ND CLASS PASSENGERS.															
68,4	88'62	4'95	158,4	123'99	4'43	764,6	51'20	3'95	40,4	155'63	4'64	1,218,0	14'62	4'75	1896.
68,4	98'96	4'58	187,4	122'14	4'18	749,7	53'67	3'72	43,7	161'84	4'35	1,184,5	15'63	4'63	1897.
72,3	93'19	4'13	196,2	151'62	3'75	882,6	45'74	3'72	45,8	169'89	4'36	1,311,3	13'06	4'37	1898.
68,8	101'03	5'36	173,6	106'38	4'61	946,8	41'55	4'14	43,2	156'46	4'58	1,469,1	14'80	4'65	1899.
91,4	86'18	5'31	170,5	106'43	4'84	908,4	36'62	4'49	37,6	150'66	5'26	1,430,9	14'62	4'20	1900.
INTERMEDIATE CLASS PASSENGERS.															
142,1	46'55	4'00	1,001,4	61'69	3'01	429,1	115'97	3'00	402,6	78'87	2'98	549,0	99'59	2'99	1896.
244,9	43'71	3'69	864,7	62'54	3'01	321,8	118'04	3'00	360,9	76'67	2'98	364,9	109'36	2'32	1897.
395,3	41'66	3'36	700,9	67'72	3'01	321,9	110'71	3'00	353,2	77'03	2'97	305,3	106'61	2'99	1898.
347,0	44'30	3'34	744,5	64'83	3'01	364,4	114'62	3'00	319,1	82'03	3'00	383,3	110'61	2'99	1899.
392,0	45'15	3'37	916,6	65'32	3'01	465,3	106'37	3'00	292,4	83'37	2'97	404,4	107'50	2'99	1900.
3RD OR LOWEST CLASS PASSENGERS.															
5,282,1	43'94	2'50	14,173,9	50'07	2'26	16,145,1	36'29	1'95	1,383,3	68'58	2'54	15,566,0	19'26	2'38	1896.
4,735,7	44'83	2'50	13,512,3	51'15	2'26	13,317,5	33'09	1'92	1,330,8	69'74	2'55	12,403,7	17'62	2'98	1897.
5,485,9	43'57	2'50	15,300,9	50'52	2'26	12,939,9	28'00	1'90	1,411,9	69'20	2'55	12,146,5	14'49	2'27	1898.
5,954,9	42'47	2'50	16,286,3	44'08	2'26	14,721,7	29'32	1'91	1,659,5	100'14	2'25	14,898,2	16'68	2'30	1899.
6,482,4	42'46	2'51	17,054,4	50'06	2'26	16,211,7	28'93	1'91	1,884,8	61'28	2'55	15,865,5	18'22	2'32	1900.
TOTAL OF ALL CLASSES.															
5,515,6	44'74	2'67	15,385,2	51'82	2'44	17,438,8	22'02	2'26	1,838,7	73'48	2'87	17,470,0	21'48	2'64	1896.
5,070,3	45'70	2'68	14,619,2	53'04	2'44	14,483,0	36'41	2'27	1,748,0	74'23	2'87	14,025,7	19'88	2'64	1897.
3,976,0	44'22	2'68	16,352,3	52'26	2'43	14,251,4	31'42	2'34	1,822,3	74'05	2'87	13,906,2	16'44	2'64	1898.
6,392,7	43'22	2'67	17,257,0	45'82	2'42	16,144,5	32'36	2'34	2,034,2	69'42	2'88	16,906,0	18'68	2'64	1899.
6,994,9	43'37	2'71	18,189,7	51'59	2'41	17,690,9	31'72	2'31	2,226,7	66'51	2'85	17,849,6	19'97	2'60	1900.
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.															
	1'23			1'32			1'54			1'51			1'31		1896.
	1'40			1'19			2'17			1'51			1'83		1897.
	1'20			1'13			2'34			1'45			1'40		1898.
	1'12			1'19			1'91			1'66			1'39		1899.
	1'31			1'30			1'65			1'63			1'39		1900.
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.															
	1'44			1'12			0'72			1'36			1'30		1896.
	1'28			1'25			0'10			1'32			0'76		1897.
	1'48			1'29			0'00			1'42			1'19		1898.
	1'55			1'23			0'43			1'22			1'21		1899.
	1'40			1'11			0'66			1'22			1'17		1900.

railway which is open for goods traffic only

† Excludes Gwalior Light (2' 6" gauge). § Third class by mail trains. ¶ Third class by other than mail trains.

¶ Includes Godhra Rutlam-Nagda (5' 6" gauge) railway but excludes Gaskwar's Dabhoi and Rajpipla (2' 6" gauge) railways.

P. T. O.

# Appendix II. Number of Passengers.

APPEN

## Number of passengers carried on each railway, and average

(Referred to in paragraph

N. B.—A reference to Appendix 2 will furnish the key

5' 6" GAUGE —concluded												
GAUGE.												
CLASS : No.	10			11						12		
Calendar year.	B. B. C. I. SYSTEM.			NIZAM'S GUARANTEED STATE SYSTEM						MADRAS		
	Rajputana-Malwa.			Nizam's Guaranteed State			Hyderabad-Godavari Valley			Madras.		
	(c) o (i).			(a) and (b).			(c)			(a) and (b).		
	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.
1ST CLASS PASSENGERS.												
1896 . .	20,1	100.69	13'60	7,6	89'13	15'00	...	...	...	28,7	134'84	10'69
1897 . .	19,4	93'19	13'20	6,5	94'51	14'36	...	...	...	30,3	137'48	9'74
1898 . .	20,9	88'86	13'34	8,5	81'81	15'10	...	...	...	27,3	133'62	11'23
1899 . .	20,5	92'36	13'52	7,9	89'70	15'24	1	...	...	26,1	136'36	10'83
1900 . .	20,8	84'47	13'34	7,0	82'31	15'13	2,2	68'47	11'56	24,1	141'60	11'31
2ND CLASS PASSENGERS.												
1896 . .	75,3	91'68	6'09	38,1	80'76	4'65	...	...	...	123,4	85'88	4'75
1897 . .	89,8	82'38	5'60	39,4	85'88	4'37	...	...	...	121,7	93'59	4'46
1898 . .	91,4	79'11	5'89	35,4	86'53	4'59	...	...	...	116,4	90'19	4'85
1899 . .	83,0	84'13	6'09	39,5	87'65	4'69	7	...	...	131,1	88'61	4'73
1900 . .	75,4	81'68	6'33	36,5	77'86	4'96	12,6	64'73	5'06	131,1	88'89	4'71
INTERMEDIATE CLASS PASSENGERS.												
1896 . .	267,0	70'67	2'99	323,2	39'24	2'50	...	...	...	...	...	...
1897 . .	218,5	70'94	2'99	277,9	39'22	2'50	...	...	...	...	...	...
1898 . .	227,2	68'75	2'99	252,9	35'18	2'50	...	...	...	...	...	...
1899 . .	259,5	68'78	2'98	255,8	35'12	2'50	...	...	...	...	...	...
1900 . .	275,3	68'17	2'98	246,1	35'65	2'50	...	...	...	...	...	...
3RD OR LOWEST CLASS PASSENGERS.												
1896 . .	11,883,5	49'54	2'00	1,033,5	49'71	2'00	...	...	...	10,775,8	32'79	2'10
1897 . .	10,218,0	47'16	2'00	969,3	50'12	2'00	...	...	...	11,259,5	30'74	2'09
1898 . .	10,505,9	47'22	2'00	913,1	50'23	2'00	...	...	...	9,399,9	31'45	2'10
1899 . .	10,834,6	48'44	2'02	918,6	51'99	2'00	17,9	...	...	8,134,5	28'24	2'11
1900 . .	10,741,4	46'95	2'00	1,015,5	50'70	2'00	573,7	48'22	2'00	8,936,3	30'97	2'11
TOTAL OF ALL CLASSES.												
1896 . .	12,245,9	50'35	2'11	1,422,4	48'37	2'33	...	...	...	10,927,9	33'57	2'26
1897 . .	10,545,7	48'03	2'12	1,293,1	49'09	2'33	...	...	...	11,411,5	31'71	2'25
1898 . .	10,845,4	48'02	2'12	1,209,9	48'37	2'37	...	...	...	9,543,6	32'49	2'30
1899 . .	11,107,6	49'31	2'13	1,221,8	49'90	2'38	18,7	43'35	2'23	8,291,7	29'54	2'36
1900 . .	11,112,9	47'78	2'12	1,305,1	48'91	2'34	588,5	48'82	2'13	9,091,5	32'10	2'32
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.												
1896 . .		0'83			0'95		...					1'01
1897 . .		0'93			0'88		...					0'96
1898 . .		0'81			0'85		...					1'07
1899 . .		0'78			0'82				1'44			1'19
1900 . .		0'87			0'87				1'32			1'11
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.												
1896 . .		1'29			1'38		...					1'25
1897 . .		1'15			1'45		...					1'29
1898 . .		1'31			1'52		...					1'23
1899 . .		1'35			1'56				0'84			1'17
1900 . .		1'25			1'47				0'81			1'21

\* Excludes Godhra-Ratlam-Nagda (5' 6" gauge) railway. † Third class by mail trains. ‡ Third class by other than mail trains.



DIX II—continued.

distance travelled by, and average rate charged to, each.

Appendix II.  
Number of Passengers.

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to the code letters used to express railway systems.

			3' 3 3/4" GAUGE.												GAUGE.
			13			14			15			16			CLASS : No.
SYSTEM.			BENGAL DOOARS.			DIBRU-SADIYA.			ASSAM-BENGAL.			DEOGHUR.			
Nilgiri. (c)															
Number in hund- reds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Calendar year.
1ST CLASS PASSENGERS.															
...	...	...	4	23'18	30'85	3,8	23'53	20'73	1,0	54'18	15'73	8	4'79	20'04	1896
...	...	...	6	17'73	31'17	3,8	20'84	22'28	2,7	67'81	15'75	1,0	4'79	20'04	1897
...	...	...	6	23'72	25'35	4,1	19'48	22'14	3,3	65'77	15'27	2	4'79	20'04	1898
1,5	19'04	76'00	5	23'80	26'27	4,3	21'39	21'92	3,8	61'92	15'07	1,0	4'79	20'04	1899
3,2	21'55	76'00	6	23'69	27'36	3,8	21'86	22'18	3,9	63'76	15'23	1,0	4'79	20'04	1900
2ND CLASS PASSENGERS.															
...	...	...	1,6	18'25	17'74	2,5	26'38	10'81	4,2	43'85	8'20	...	...	...	1896
...	...	...	1,5	17'11	18'36	2,3	24'35	11'04	5,7	48'42	8'08	...	...	...	1897
...	...	...	1,5	23'59	14'02	2,9	21'58	11'31	6,6	54'94	7'69	...	...	...	1898
2,9	16'19	38'00	1,6	21'19	14'88	2,9	23'17	11'28	8,7	54'89	7'73	...	...	...	1899
5,7	19'56	38'00	1,5	19'67	16'20	2,9	22'30	11'31	9,2	53'22	7'62	...	...	...	1900
INTERMEDIATE CLASS PASSENGERS.															
...	...	...	1,1	22'07	5'00	...	...	...	...	...	...	...	...	...	1896
...	...	...	1,2	24'59	4'90	...	...	...	...	...	...	...	...	...	1897
...	...	...	1,2	24'70	4'82	...	...	...	...	...	...	...	...	...	1898
...	...	...	1,6	23'47	4'61	...	...	...	...	...	...	...	...	...	1899
...	...	...	1,5	21'90	4'98	...	...	...	§ 1,2	43'28	4'50	...	...	...	1900
3RD OR LOWEST CLASS PASSENGERS.															
...	...	...	147,2	16'48	3'00	210,8	21'91	4'00	675,7	33'77	3'00	190,2	4'79	5'41	1896
...	...	...	129,8	16'58	3'00	231,9	21'17	4'00	938,2	32'76	3'00	179,7	4'79	5'69	1897
...	...	...	145,6	16'04	3'00	229,0	20'44	4'02	1,208,2	34'49	3'00	188,9	4'79	5'53	1898
45,6	10'97	7'42	161,4	16'03	3'00	236,7	20'55	4'00	1,410,1	37'21	3'00	222,0	4'79	5'11	1899
74,5	11'84	7'39	217,9	15'35	3'00	272,3	20'30	4'00	1,532,5	36'20	3'00	231,0	4'79	4'27	1900
TOTAL OF ALL CLASSES.															
...	...	...	150,3	16'56	3'30	217,1	21'99	4'41	680,9	33'87	3'07	191,0	4'79	5'48	1896
...	...	...	133,1	16'89	3'34	238,0	21'20	4'36	946,6	32'95	3'12	180,7	4'79	5'76	1897
...	...	...	148,9	16'22	3'31	236,0	20'44	4'42	1,218,1	34'68	3'10	189,9	4'79	5'60	1898
50,0	11'52	13'37	166,1	16'16	3'30	243,9	20'59	4'86	1,422,6	36'87	3'10	223,0	4'79	5'18	1899
83,4	12'75	15'10	221,5	15'45	3'24	279,0	20'34	4'35	1,546,8	36'37	3'09	232,0	4'79	5'34	1900
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.															
...	...	...	...	3'48	...	...	2'16	...	...	1'81	...	...	...	...	1896
...	...	...	...	3'00	...	...	3'06	...	...	2'07	...	...	...	...	1897
...	...	...	...	3'90	...	...	3'36	...	...	1'82	Information not furnished.	...	...	...	1898
...	...	...	...	3'78	...	...	3'00	...	...	1'25	...	...	...	...	1899
...	...	...	...	3'48	...	...	2'52	...	...	1'37	...	...	...	...	1900
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.															
...	...	...	...	-0'18	...	...	2'25	...	...	1'26	...	...	...	...	1896
...	...	...	...	0'34	...	...	1'30	...	...	1'05	...	...	...	...	1897
...	...	...	...	-0'59	...	...	1'06	...	...	1'28	Information not furnished.	...	...	...	1898
...	...	...	...	-0'48	...	...	1'86	...	...	1'85	...	...	...	...	1899
...	...	...	...	-0'22	...	...	1'83	...	...	1'72	...	...	...	...	1900

§ Intermediate class introduced from 1st October 1900. || Excludes Bengal-Dooars extensions.

# Appendix II. Number of Passengers.

## APPEN Number of passengers carried on each railway, and average

(Referred to in paragraph

N.B. - A reference to Appendix 2 will furnish the

3' 3 1/2" GAUGE - continued.																
GAUGE.																
CLASS: No.		17			18			19			20			21		
		BENGAL AND NORTH-WESTERN.			ROHILKUND AND KUMAON.			Jodhpur-Bikaner.			Udaipur-Chitor.			Bhavnagar-Gondal-Junágad-Portbandar.		
Calendar year.		Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.
1ST CLASS PASSENGERS.																
1896	.	16.4	29'59	21'06	4.3	50'44	27'78	1.6	70'24	18'00	3	50'32	13'96	6.3	50'43	11'05
1897	.	17.9	22'46	21'24	4.5	52'38	27'22	1.4	71'15	18'00	3	62'05	14'35	7.2	47'23	11'08
1898	.	16.5	28'44	21'43	4.7	53'33	27'02	1.7	79'26	18'00	4	67'19	16'34	8.5	48'99	11'10
1899	.	17.3	33'27	17'03	4.6	52'74	26'64	1.3	80'32	18'00	3	56'82	18'00	7.8	48'65	11'01
1900	.	17.3	40'96	12'67	4.6	50'02	26'37	1.0	78'88	18'00	4	...	17'96	6.7	45'48	11'13
2ND CLASS PASSENGERS.																
1896	.	23.5	33'76	9'96	14.7	57'62	12'90	6.9	67'41	6'00	1.7	46'88	7'80	52.2	41'98	5'44
1897	.	25.3	32'05	10'01	15.8	68'26	10'23	7.2	70'47	6'00	1.5	51'17	7'74	56.4	42'98	5'45
1898	.	24.6	31'94	10'17	17.4	69'98	9'77	7.0	68'82	6'00	1.4	56'42	8'56	58.0	41'20	5'45
1899	.	25.3	41'13	7'87	15.9	53'57	11'17	6.9	69'76	6'00	1.3	51'55	9'00	60.8	42'71	5'44
1900	.	28.7	46'63	6'06	15.9	69'51	9'82	7.1	80'80	6'00	1.1	57'32	9'00	42.3	42'04	5'44
INTERMEDIATE CLASS PASSENGERS.																
1896	.	78.0	20'78	4'85	9.7	38'63	4'00	...	...	...	...	...	...	...	...	...
1897	.	68.4	24'82	4'86	9.6	38'74	4'00	...	...	...	...	...	...	...	...	...
1898	.	62.2	26'10	5'01	10.7	40'13	4'00	...	...	...	2.2	52'06	4'00	...	...	...
1899	.	65.7	33'65	4'01	11.7	39'41	4'01	...	...	...	1.9	51'34	3'00	1.5	50'88	4'00
1900	.	79.7	42'97	3'06	11.5	40'54	3'75	...	...	...	2.4	56'04	3'00	42.6	38'08	4'82
3RD OR LOWEST CLASS PASSENGERS.																
1896	.	5,447.2	34'25	2'00	930.1	33'38	2'23	840.3	54'43	2'00	199.2	36'32	2'25	2,023.4	33'87	2'75
1897	.	5,776.0	33'97	2'00	950.2	33'23	2'20	761.1	54'61	2'00	179.8	36'52	2'25	1,853.8	33'37	2'75
1898	.	6,143.7	33'86	2'00	1,088.2	33'52	2'20	760.0	54'42	2'00	176.1	41'24	2'05	1,570.3	34'01	2'75
1899	.	6,986.3	35'54	2'00	1,139.7	33'88	2'20	869.1	54'47	2'00	186.2	42'84	2'00	1,813.0	34'27	2'73
1900	.	7,939.4	33'88	2'00	1,186.0	34'64	2'18	778.5	53'58	2'00	165.9	43'00	1'99	1,738.0	32'63	2'75
TOTAL OF ALL CLASSES.																
1896	.	5,565.1	34'23	2'10	958.8	33'88	2'70	848.8	54'57	2'08	201.4	36'45	2'35	2,081.9	34'12	2'87
1897	.	5,887.6	33'84	2'10	980.1	39'87	2'67	769.7	54'79	2'08	181.6	36'70	2'35	1,917.4	33'70	2'89
1898	.	6,247.0	33'76	2'10	1,121.0	34'23	2'62	768.7	54'62	2'09	180.1	41'54	2'20	1,636.8	34'34	2'93
1899	.	7,094.8	33'57	2'07	1,171.9	34'42	2'59	877.2	54'63	2'07	190.8	42'96	2'12	1,883.1	34'62	2'90
1900	.	8,065.0	34'03	2'06	1,218.0	34'64	2'53	786.6	53'73	2'07	169.8	43'28	2'13	1,836.6	33'05	2'93
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.																
1896	.		0'76			1'25			0'80							1'41
1897	.		0'77			1'07			0'72							1'53
1898	.		0'82			1'05			0'89				1'50			1'83
1899	.		0'90			1'08			0'84				1'35			1'53
1900	.		0'94			1'02			0'98				1'35			1'52
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.																
1896	.		1'34			1'45			1'28							1'46
1897	.		1'33			1'60			1'36							1'36
1898	.		1'28			1'37			1'20				0'70			1'10
1899	.		1'17			1'51			1'23				0'77			1'37
1900	.		1'12			1'51			1'09				0'78			1'41

\* Included with Rajputana-Malwa railway.

† Fare by mail train between Madras and

## DIX II—continued.

distance travelled by, and average rate charged to, each.

Appendix II.  
Number of Passengers.

20 of report.)

key to the code letters used to express railway systems.

3' 3½" GAUGE—concl'd.												2' 6" GAUGE.			GAUGE.
22			23			24			25			26			CLASS : No.
Southern Mahratta.			WEST OF INDIA PORTUGUESE.			SOUTH INDIAN.			BURMA.			MORVI.			Calendar year.
Number in hun- dreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hun- dreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hun- dreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hun- dreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hun- dreds.	Average distance travelled by each in miles.	Average rate charged in pies.	
1ST CLASS PASSENGERS.															
18,0	97'25	11'44	1,9	16'70	12'00	22,7	52'00	11'73	20,8	61'62	13'87	1,9	52'92	14'73	1896
18,9	89'07	11'37	1,2	17'61	12'00	22,5	52'55	11'83	24,6	55'67	13'80	1,8	56'83	14'36	1897
16,2	800'90	11'33	1,1	20'30	12'00	23,9	56'71	11'68	28,8	48'81	13'97	2,5	53'35	14'30	1898
15,6	88'57	11'33	1,0	13'41	12'00	23,8	54'05	11'65	30,3	48'92	13'83	1,9	54'42	14'64	1899
17,0	93'96	11'26	1,2	18'29	12'00	27,1	51'11	11'62	28,3	54'40	14'35	1,6	58'15	14'65	1900
2ND CLASS PASSENGERS.															
57,0	94'44	5'06	11,1	12'96	6'00	240,4	38'66	3'84	255,3	30'26	5'28	7,5	52'06	7'34	1896
54,7	94'16	4'89	8,7	14'28	6'00	192,1	40'45	4'65	288,2	26'38	5'54	8,7	54'18	7'21	1897
47,9	91'72	5'01	8,5	14'34	6'00	113,6	45'59	5'69	229,1	26'62	6'64	9,8	53'83	7'26	1898
69,9	75'33	5'32	11,0	14'07	6'00	105,8	47'51	5'85	238,7	25'84	6'46	9,2	54'02	7'38	1899
68,4	79'67	5'34	12,5	14'72	6'00	105,3	55'16	5'21	215,9	30'98	6'83	8,7	56'24	7'35	1900
INTERMEDIATE CLASS PASSENGERS.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1896
...	...	...	...	...	...	...	...	...	36,1	193'00	3'34	...	...	...	1897
...	...	...	...	...	...	...	...	...	103,7	90'67	3'74	...	...	...	1898
...	...	...	...	...	...	...	...	...	86,7	60'75	3'70	...	...	...	1899
...	...	...	...	...	...	...	...	...	†	...	...	...	...	...	1900
3RD OR LOWEST CLASS PASSENGERS.															
7,396,5	38'83	2'00	237,2	17'31	2'50	13,722,7	31'09	1'99	7,443,3	29'94	2'94	328,0	41'13	3'01	1896
6,346,9	37'56	2'00	174,1	15'80	2'50	13,975,9	32'16	2'00	8,725,5	28'62	2'87	300,5	43'94	2'91	1897
3,781,6	40'66	2'00	154,4	15'37	2'50	12,755,0	30'91	1'99	9,694,9	27'33	2'65	263,6	42'68	3'01	1898
3,167,0	43'30	2'00	209,0	14'16	2'50	12,626,6	30'18	2'00	9,638,9	27'59	2'66	281,1	43'70	3'00	1899
5,305,0	41'10	2'00	229,3	13'90	2'50	13,239,4	32'81	†2'00	10,601,6	27'15	3'01	282,9	43'15	3'00	1900
TOTAL OF ALL CLASSES.															
7,471,5	39'42	2'11	250,2	17'11	2'68	13,985,8	31'27	2'06	7,719,4	30'04	3'08	337,4	41'44	3'21	1896
6,420,5	38'19	2'12	184,0	15'74	2'72	14,190,5	32'30	2'06	9,074,4	29'28	3'02	311,0	44'30	3'14	1897
3,845,7	41'55	2'17	164,0	15'35	2'76	12,827,5	31'09	2'07	10,056,5	28'03	2'83	275,9	43'17	3'33	1898
3,252,5	44'21	2'21	221,0	14'16	2'76	12,756,2	30'37	2'07	10,054,6	27'90	2'82	292,3	44'10	3'27	1899
5,390,4	41'75	2'14	243,5	13'98	2'78	13,371,8	33'10	2'07	10,845,8	27'31	3'16	293,2	43'57	3'25	1900
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.															
1'09			5'46			0'92			1'33			1'68			1896
1'11			8'86			0'95			1'21			1'56			1897
1'52			9'01			1'07			1'27			2'16			1898
1'44			5'18			0'94			1'29			2'28			1899
1'27			8'01			0'92			1'29			1'92			1900
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.															
1'02			—2'78			1'14			1'75			1'53			1896
1'01			—6'14			1'11			1'81			1'58			1897
0'65			—6'25			1'00			1'56			1'17			1898
0'77			—2'42			1'13			1'53			0'99			1899
0'87			—5'23			1'15			1'87			1'33			1900

Tuticoria raised to 2'50 pies per mile from 1st November 1900.

† Intermediate class abolished.

# Appendix II. Number of Passengers.

## APPEN Number of passengers carried on each railway, and average

(Referred to in paragraph  
N.B.—A reference to Appendix 2 will furnish the

GAUGE.												
2' 6" GAUGE.—concluded.												
CLASS: No.	27			28			29			30		
	BARS.			TARAKESHWAR-MAGRA.			RANAGHAT-KRISHNAGAR.			TEZPUR-BALIPARA.		
Calendar Year.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.
1ST CLASS PASSENGERS.												
1896	...	...	...	...	...	...	...	...	...	...	...	...
1897	...	...	...	...	...	...	...	...	...	...	...	...
1898	...	...	...	...	...	...	...	...	...	...	...	...
1899	...	...	...	...	...	...	...	...	...	...	...	...
1900	...	...	...	...	...	...	3	...	...	...	...	...
2ND CLASS PASSENGERS.												
1896	8	...	...	...	...	...	...	...	...	...	...	...
1897	8	21'26	11'44	...	...	...	...	...	...	...	...	...
1898	8	23'21	14'85	...	...	...	...	...	...	...	...	...
1899	7	21'35	23'56	...	...	...	...	...	...	...	...	...
1900	7	21'37	22'02	...	...	...	...	...	...	...	...	...
INTERMEDIATE CLASS PASSENGERS.												
1896	...	...	...	...	...	...	...	...	...	...	...	...
1897	...	...	...	...	...	...	...	...	...	...	...	...
1898	...	...	...	...	...	...	...	...	...	...	...	...
1899	...	...	...	...	...	...	...	...	...	...	...	...
1900	...	...	...	...	...	...	11,7	...	...	...	...	...
3RD OR LOWEST CLASS PASSENGERS.												
1896	†	...	...	...	...	...	...	...	...	...	...	...
1897	57,2	18'95	3'00	...	...	...	...	...	...	...	...	...
1898	49,7	19'44	3'00	§371,1	...	...	...	...	...	118,5	...	...
1899	54,0	20'48	3'00	§326,3	...	...	§156,5	...	...	136,8	...	...
1900	64,5	20'65	3'00	§393,1	...	...	226,2	...	...	144,9	...	...
TOTAL OF ALL CLASSES.												
1896	...	...	...	...	...	...	...	...	...	...	...	...
1897	58,0	18'98	3'13	...	...	...	...	...	...	...	...	...
1898	50,5	19'50	3'22	371,1	...	...	...	...	...	118,5	...	...
1899	54,7	20'49	3'26	326,3	...	...	156,5	...	...	136,8	...	...
1900	65,2	20'66	3'21	393,1	...	...	238,2	...	...	144,9	...	...
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.												
1896	...	...	...	...	...	...	...	...	...	...	...	...
1897	...	...	‡	...	...	...	...	...	...	...	...	...
1898	...	...	5'93	...	...	...	...	...	...	...	...	...
1899	...	...	2'97	...	...	...	...	...	...	...	...	...
1900	...	...	3'02	...	...	...	...	...	...	...	...	...
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.												
1896	...	...	...	...	...	...	...	...	...	...	...	...
1897	...	...	‡	...	...	...	...	...	...	...	...	...
1898	...	...	2'71	...	...	...	...	...	...	...	...	...
1899	...	...	0'29	...	...	...	...	...	...	...	...	...
1900	...	...	0'19	...	...	...	...	...	...	...	...	...

N. B.—Excludes Cherra-Companyganj railway which has been closed from  
\* Upper class. † Lower class. ‡ Information not available § Total shown under 3rd or lowest class as details by classes not available.

DIX II—concluded.  
distance travelled by, and average rate charged to, each.

Appendix II.  
Number of Passengers.

20 of Report.)  
key to the code letters used to express railway systems.

2' 0" GAUGE.												GAUGE.
32			33			34			35			CLASS : No.
DARJEELING-HIMALAYAN.			HOWRAH-AMTA.			HOWRAH-SHEAKHALLA.			JORNAT.			Calendar year.
Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	
1ST CLASS PASSENGERS.												
4,9	45'55	52'00	...	...	...	...	...	...	...	...	...	1896
4,8	44'77	52'41	...	...	...	...	...	...	...	...	...	1897
4,2	42'40	60'13	7	...	...	9	...	...	...	...	...	1898
4,1	42'02	56'48	6	...	...	5	...	...	...	...	...	1899
4,7	41'58	55'22	4	...	...	4	...	...	...	...	...	1900
2ND CLASS PASSENGERS.												
11,9	39'01	30'06	...	...	...	...	...	...	...	...	...	1896
11,7	43'55	27'70	...	...	...	...	...	...	...	...	...	1897
12,6	40'10	29'74	...	...	...	...	...	...	...	...	...	1898
11,8	39'68	28'53	...	...	...	...	...	...	...	...	...	1899
10,8	38'68	29'40	...	...	...	...	...	...	...	...	...	1900
INTERMEDIATE CLASS PASSENGERS.												
...	...	...	...	...	...	...	...	...	...	...	...	1896
...	...	...	...	...	...	...	...	...	...	...	...	1897
...	...	...	24,0	...	...	13,0	...	...	...	...	...	1898
...	...	...	28,4	...	...	14,0	...	...	...	...	...	1899
...	...	...	28,0	...	...	12,2	...	...	...	...	...	1900
3RD OR LOWEST CLASS PASSENGERS.												
46,3	30'87	12'57	...	...	...	...	...	...	\$56,7	...	...	1896
45,4	34'29	11'41	...	...	...	...	...	...	\$57,2	...	...	1897
44,4	27'81	14'23	604,9	...	...	271,0	...	...	\$58,3	...	...	1898
44,8	27'80	13'04	737,5	...	...	275,8	...	...	\$52,0	...	...	1899
49,1	26'96	14'52	744,0	...	...	286,3	...	...	\$60,4	...	...	1900
TOTAL OF ALL CLASSES.												
63,1	33'55	20'88	...	...	...	...	...	...	56,7	...	...	1896
61,9	36'85	19'26	...	...	...	...	...	...	57,2	...	...	1897
61,2	31'34	22'56	629,6	...	...	284,9	...	...	58,3	...	...	1898
60,7	31'14	20'88	766,5	...	...	290,3	...	...	62,0	...	...	1899
64,6	29'99	21'84	772,4	...	...	298,9	...	...	60,4	...	...	1900
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.												
5'34			...			...			...			1896
6'90			...			...			...			1897
7'44			...			...			...			1898
7'56			...			...			...			1899
5'76			...			...			...			1900
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.												
15'54			...			...			...			1896
12'36			...			...			...			1897
15'12			...			...			...			1898
13'32			...			...			...			1899
17'08			...			...			...			1900

the 25th March 1900 and subsequently abandoned

# Appendix 12. Coaching earnings.

APPEN

Gross earnings in thousands of rupees from

(Referred to in

N. B. —A reference to Appendix 2 will furnish the key to

GAUGE.		5' 6" GAUGE.										3' 3 1/2" GAUGE.							
CLASS: No	1	2		3	4	5	7	8	9		10	11		12	13	14	15		
Calendar year.	E. I.	E. B. SYSTEM.		B. C.	B. N.	E. C.	O. & H.	N. W.	G. I. P. SYSTEM.		B. B. & C. I. SYSTEM.		N. S. G. SYSTEM.		M. SYSTEM.		B. D.	D. S.	A. B.
		5' 6" gauge.	Other gauges.						G. I. P. (a) to (e).	L. M. (f) to (j).	B. B. & C. I. (a) to (d) & (j) & (k).	R. M. (e) to (i).	N. S. G. (a) to (e).	H. G. V. (c).	M. (a) to (b).	N. (c).			
1ST CLASS PASSENGERS.																			
1896.	6,62	1,09	75	5	40.	23	1,18	3,55	5,19	1,27	1,49	1,48	53	...	2,01	...	2	10	4
1897.	6,81	1,11	70	6	37	26	1,12	3,96	4,68	1,18	1,34	1,25	46	...	1,99	...	2	9	15
1898.	6,93	1,02	65	8	44	30	1,20	4,26	5,22	1,22	1,42	1,28	55	...	2,01	...	2	9	17
1899.	6,88	1,13	56	7	53	52	1,23	3,77	5,55	1,30	1,60	1,33	56	...	2,00	11	2	11	18
1900.	6,77	1,13	58	7	71	74	1,53	3,64	5,31	1,18	1,54	1,20	49	9	2,00	28	2	10	20
2ND CLASS PASSENGERS.																			
1896.	8,57	1,17	91	19	36	34	1,56	4,42	8,05	1,51	4,41	2,19	75	...	2,47	...	3	4	8
1897.	8,21	1,09	83	21	38	33	1,60	4,87	7,73	1,59	4,28	2,15	77	...	2,54	...	3	3	12
1898.	8,47	1,19	90	27	42	30	1,69	6,01	7,81	1,77	4,08	2,22	73	...	2,57	...	3	4	15
1899.	8,61	1,21	88	24	42	64	1,66	4,78	8,45	1,72	5,29	2,22	85	1	2,57	9	3	4	19
1900.	8,95	1,21	87	23	85	74	2,18	4,57	7,78	1,55	5,10	2,03	82	20	2,86	22	3	4	20
INTERMEDIATE CLASS PASSENGERS.																			
1896.	12,34	3,30	1,55	64	29	2	1,38	9,70	7,77	4,93	8,62	2,94	1,65	...	...	...	1	...	...
1897.	12,02	3,04	1,38	56	2	4	1,98	8,48	5,93	4,29	6,21	2,41	1,42	...	...	...	1	...	...
1898.	13,11	3,05	1,55	36	28	10	2,98	7,45	5,57	4,22	5,07	2,43	1,16	...	...	...	1	...	...
1899.	13,28	3,08	1,42	35	39	19	2,67	8,00	6,52	4,05	6,61	2,77	1,17	...	...	...	1	...	...
1900.	14,51	2,92	1,62	36	53	34	3,10	9,89	7,78	3,77	6,77	2,92	1,14	...	...	...	1	...	†1
3RD CLASS PASSENGERS.																			
1896.	1,40,42	19,95	18,30	4,96	13,33	11,61	30,23	83,72	59,56	12,55	37,13	61,37	5,46	...	36,32	...	38	96	8,57
1897.	1,32,47	19,58	16,46	5,36	11,25	12,94	27,64	81,41	44,14	12,34	26,50	50,22	5,06	...	35,49	...	34	1,02	4,80
1898.	1,39,57	20,19	17,08	5,42	10,91	12,49	31,12	90,47	86,04	12,98	20,84	51,66	4,78	...	30,33	...	37	98	6,51
1899.	1,42,77	21,48	18,12	5,63	17,92	13,57	32,93	94,26	43,07	14,04	29,74	54,75	4,97	8	25,27	39	40	1,01	6,20
1900.	1,54,71	21,77	22,12	5,93	23,37	22,24	36,04	1,00,51	46,79	15,06	34,89	52,57	5,38	2,88	30,41	34	52	1,15	8,67

\* Includes total coaching traffic of Gwalior Light railway, as details by classes are not available.

† Intermediate class introduced on this railway from the 1st October 1900.

‡ Fares by mail between Madras and Tuticorin raised to 2½ pies per mile from the 1st November 1900.

§ Intermediate class abolished on this railway from the 1st November 1899.

|| Upper class.

NOTE.—For totals

## DIX 12.

Appendix 12.  
Coaching earnings.

## Coaching traffic on each railway (by systems).

paragraph 20 of Report.)

the code letters used to express railway systems

										2' 6" GAUGE.					2' 0" GAUGE.				GAUGE.
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	32	33	34	35	CLASS No.
D.	B. & N. W.	B. & K.	J. B.	E. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	D. H.	H. A.	H. S.	J.	Calendar year.
1ST CLASS PASSENGERS.																			
...	53	31	10	2	18	1.04	2	72	92	8	...	...	...	...	60	...	...	...	1896.
...	54	33	9	2	20	1.00	1	73	98	8	...	...	...	...	59	...	...	...	1897.
...	52	35	12	2	24	96	2	83	1.02	10	...	...	...	...	55	1	1	...	1898.
...	51	33	9	8	21	82	2	78	1.07	8	...	...	...	...	52	1	1	...	1899.
...	46	32	7	8	18	94	2	83	1.15	7	...	...	...	...	56	1	...	...	1900.
2ND CLASS PASSENGERS.																			
...	41	57	15	3	62	1.44	4	1.86	2.11	15	...	...	...	...	73	...	...	...	1896.
...	42	57	16	3	60	1.31	4	1.80	2.19	18	1	...	...	...	74	...	...	...	1897.
...	42	61	15	4	63	1.14	4	1.60	2.11	20	1	...	...	...	78	...	...	...	1898.
...	42	59	16	3	74	1.46	5	1.53	2.08	19	2	...	...	...	70	...	...	...	1899.
...	42	56	15	3	59	1.52	6	1.55	2.37	19	2	...	...	...	64	...	...	...	1900.
INTERMEDIATE CLASS PASSENGERS.																			
...	41	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1896.
...	43	8	...	...	...	...	...	...	1.21	...	...	...	...	...	...	...	...	...	1897.
...	42	9	...	2	...	...	...	...	1.88	...	...	...	...	...	...	10	4	...	1898.
...	45	10	...	2	12	...	...	...	1.01	...	...	...	...	...	...	12	4	...	1899.
...	55	10	...	2	20	...	...	...	5	...	...	...	4	...	...	11	4	...	1900.
3RD CLASS PASSENGERS.																			
26	19.55	3.60	4.76	85	9.62	29.90	53	44.33	34.20	2.11	**	††	...	††	94	...	...	††11	1896.
26	20.44	3.03	4.33	77	8.26	24.91	36	46.78	37.42	2.00	17	...	...	...	93	...	...	10	1897.
26	21.63	4.19	4.31	77	7.65	15.01	31	40.94	36.72	1.76	15	67	...	32	91	1.72	62	12	1898.
29	24.47	4.42	4.93	83	8.90	16.23	39	39.62	35.85	1.92	17	59	45	37	85	2.26	34	12	1899.
30	23.02	4.56	4.34	74	8.12	22.70	41	45.35	45.20	1.91	21	67	51	39	1.00	2.27	66	12	1900.

See Appendix 3.

\*\* Lower class.

†† The total coaching earnings is shown under third class, as details by classes are not available.

N.B.—Excludes Port Trust railway which is open for goods traffic only.

Excludes Cherra-Changanyanj railway which has been closed from the 25th March 1900 and subsequently abandoned.

# Appendix 13.

## Goods traffic.

# APPEN

## Goods of the different classes in thousands of tons carried on each railway

(Referred to in paragraph

Note.—A reference to Appendix 2 will furnish the key

Gauge.	5' 6"															
	1		2				3		4		5		6		7	
	Class : No.		E. B. SYSTEM.				BENGAL CENTRAL.		BENGAL NAOPUR.		EAST COAST.		CALCUTTA PORT COMMISSIONERS'.		ODDH AND ROHILKHAND.	
	Calendar year.		5' 6" GAUGE. (a).		OTHER GAUGES. (b) to (e)											
	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.
GENERAL MERCHANDISE.																
1896 . . .	2,947	6'43	1,140	9'36	624	10'23	120	6'05	477	7'71	232	4'61	762	}	977	6'63
1897 . . .	3,486	6'09	1,138	9'31	546	10'19	120	7'29	473	6'70	367	4'94	740		902	6'14
1898 . . .	3,416	5'95	1,063	9'17	555	8'95	76	7'44	530	7'72	355	5'08	696		1,018	6'15
1899 . . .	3,816	6'00	1,115	8'87	619	10'56	104	6'95	671	6'73	527	5'07	823		1,171	5'95
1900 . . .	3,858	6'20	1,230	8'93	783	10'70	159	7'05	893	4'89	762	4'21	813		1,139	6'20
MILITARY STORES.																
1896 . . .	7	18'72	...	15'83	...	15'33	...	91'31	...	16'84	...	14'77	...	}	3	16'30
1897 . . .	15	18'03	...	23'14	...	15'30	...	129'45	1	17'09	...	30'73	...		5	14'63
1898 . . .	24	16'32	...	22'36	...	17'91	...	125'02	...	13'19	...	20'54	...		4	12'86
1899 . . .	10	20'60	...	25'05	...	24'11	...	126'76	...	18'71	...	18'40	...		3	16'57
1900 . . .	11	17'71	...	24'69	...	...	...	132'78	1	13'16	...	18'89	...		4	15'11
RAILWAY MATERIALS FOR CONSTRUCTION.																
1896 . . .	81	2'39	57	2'45	15	2'45	...	2'44	40	2'50	129	2'44	...	}	242	2'88
1897 . . .	128	2'48	74	2'45	25	2'62	16	2'45	18	2'17	63	2'43	...		193	2'90
1898 . . .	221	2'51	90	2'45	34	2'58	14	2'45	32	2'45	50	2'40	...		231	2'93
1899 . . .	224	2'73	80	2'45	50	2'49	5	2'45	314	1'53	150	2'45	...		258	2'89
1900 . . .	318	3'32	66	2'45	88	2'46	10	2'45	152	1'94	161	2'42	...		116	2'92
COAL*.																
1896 . . .	3,286	3'55	218	4'11	28	4'71	25	4'20	612	3'72	28	4'24	16	}	60	4'31
1897 . . .	3,761	3'58	247	4'43	28	5'05	30	4'42	838	3'63	43	4'40	14		54	3'93
1898 . . .	4,219	3'50	309	4'49	29	4'50	35	4'33	761	3'61	44	4'43	...		64	4'05
1899 . . .	4,424	3'48	213	4'60	43	4'72	29	5'48	726	3'58	139	3'61	21		91	3'81
1900 . . .	5,183	3'46	343	4'33	57	5'31	33	3'51	847	3'64	211	3'23	22		102	3'81
TOTAL GOODS.†																
1896 . . .	6,847	4'89	1,475	8'41	686	9'50	151	5'76	1,257	6'47	589	3'36	778	}	1,607	5'98
1897 . . .	7,837	4'87	1,499	8'27	618	9'39	177	6'55	1,417	5'81	517	4'26	764		1,582	5'67
1898 . . .	8,325	4'62	1,513	7'68	648	9'22	128	6'14	1,450	6'23	498	4'39	712		1,615	5'71
1899 . . .	9,049	4'64	1,564	7'75	747	9'01	140	6'72	1,852	5'34	852	4'23	844		1,975	5'46
1900 . . .	10,053	4'59	1,682	7'93	971	8'90	206	6'33	1,970	4'58	1,203	3'80	835		1,803	5'62
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.																
1896 . . .	206'04		86'80		100'70		71'51		99'94		96'77		}	}	90'89	
1897 . . .	207'94		88'66		105'39		63'93		98'69		98'88				91'33	
1898 . . .	207'74		86'28		106'51		62'02		102'07		103'35				103'11	
1899 . . .	204'74		87'24		105'36		69'09		123'45		109'38				103'02	
1900 . . .	203'32		86'58		94'76		77'36		194'79		134'75				105'53	
AVERAGE COST OF CARRYING PER TON PER MILE.																
1896 . . .	Pies. 1'06		Pies. 3'45 §		Pies. 3'97		Pies. 7		Pies. 3'58		Pies. 3'43		}	}	Pies. 3'40	
1897 . . .	1'48		3'56		4'17		4'85		2'99		3'30				3'69	
1898 . . .	1'56		3'11		4'20		5'52		3'11		4'20				3'06	
1899 . . .	1'60		3'87		3'96		4'92		2'60		3'34				2'66	
1900 . . .	1'71		3'66		3'76		4'62		2'20		2'66				2'97	
AVERAGE PROFIT PER TON PER MILE.																
1896 . . .	Pies. 3'22		Pies. 4'50		Pies. 5'41		Pies. ...		Pies. 2'87		Pies. —0'05		}	}	Pies. 2'59	
1897 . . .	3'39		4'39		5'11		1'74		2'81		0'95				1'99	
1898 . . .	3'06		4'77		4'99		0'63		3'07		0'38				2'63	
1899 . . .	3'03		3'70		4'98		1'49		2'77		0'39				2'84	
1900 . . .	2'87		4'04		5'04		1'66		2'38		1'14				2'65	

\* Includes coal carried for Revenue purposes; but the average rate per ton per mile represents the rate charged

† Includes Revenue Stores, Live stock and

‡ Information is

§ Including Bengal

|| Excluding the Gwalior Light railway for

¶ Included under Eastern



## DIX 13

Appendix 13.  
Goods traffic.

(by systems), average rate charged per ton in pies, and average distance carried.

24 of Report.)

to the code letters used to express railway systems.

5' 6"																		Janur.
8		9				10				11				12				Class No.
NORTH WESTERN SYSTEM.		G. I. P. SYSTEM.				B. B. & C. I. SYSTEM.				N. G. S. SYSTEM.				MADRAS SYSTEM.				Calend. year.
		GREAT INDIAN PENINSULA (a) to (e).		INDIAN MIDLAND (f) to (j).		BOMBAY MARODA AND CENTRAL INDIA (a) to (i) & (j) & (k).		RAJPUTANA MALWA. (e) to (i).		NIZAM'S GUARANTEED STATE. (a) and (b).		HYDERABAD-GODAVARI VALLEY. (c).		MADRAS. (a) and (b).		NILGIRI. (c).		
Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	
GENERAL MERCHANDISE.																		
2,168	6'29	1,856	9'21	197	7'84	1,391	8'78	1,755	7'50	231	9'66	...	...	786	9'04	...	...	1896
2,234	6'57	1,541	9'39	457	7'32	1,217	9'31	1,677	7'80	236	9'90	...	...	888	8'97	...	...	1897
2,749	5'39	2,056	8'05	480	5'60	1,548	9'97	1,974	6'97	269	9'00	...	...	786	9'41	...	...	1898
2,879	5'56	2,279	7'70	573	6'95	1,600	8'60	2,283	7'17	297	8'11	9	11'68	852	9'33	3	105'52	1899
2,703	5'82	2,322	7'50	872	6'55	1,882	8'11	2,485	6'60	351	8'02	49	10'75	896	9'52	9	70'33	1900
MILITARY STORES.																		
25	14'85	10	10'80	2	7'96	1	18'71	6	18'50	1	25'22	...	...	2	20'17	...	...	1896
68	13'47	9	17'28	4	12'50	1	12'27	7	18'80	1	24'49	...	...	2	31'30	...	...	1897
64	13'99	8	20'50	4	8'15	...	20'08	6	15'63	1	23'33	...	...	2	27'88	...	...	1898
22	14'50	9	19'07	2	11'07	1	16'60	7	18'77	1	18'99	...	...	2	28'11	...	127'46	1899
22	16'08	7	21'29	1	16'08	1	19'83	6	10'95	1	24'01	...	...	2	25'56	...	121'79	1900
RAILWAY MATERIAL FOR CONSTRUCTION.																		
808	2'96	27	2'51	136	2'75	143	4'15	71	4'23	10	5'31	...	...	1	6'12	...	...	1896
1,166	3'11	10	2'00	48	2'51	243	2'95	33	3'08	22	6'62	...	...	2	5'65	...	...	1897
804	2'45	39	2'00	83	2'09	256	3'16	64	3'23	23	6'59	...	...	3	5'86	...	...	1898
654	2'60	53	2'13	176	3'43	261	3'21	87	3'23	60	3'91	2	3'40	5	5'94	...	...	1899
293	2'54	44	2'00	18	2'49	165	3'16	19	2'94	77	4'23	161	4'26	7	5'34	...	...	1900
COAL.																		
207	3'62	373	3'19	53	3'64	143	3'51	109	4'53	250	3'97	...	...	127	4'91	...	...	1896
160	4'10	402	2'90	58	3'74	129	3'28	91	5'55	348	3'49	...	...	160	5'00	...	...	1897
259	3'64	453	3'12	61	3'51	104	3'12	123	4'76	376	3'44	...	...	186	4'79	...	...	1898
247	3'61	364	3'46	87	3'04	170	2'88	150	4'42	361	3'74	1	5'36	214	4'60	...	...	1899
210	3'50	403	3'05	98	3'06	208	2'80	193	4'79	466	3'73	9	4'93	384	4'61	...	...	1900
TOTAL GOODS†.																		
4,530	5'71	2,637	9'06	651	6'65	1,677	8'17	2,038	7'27	672	5'95	...	...	1,141	8'46	...	...	1896
4,751	6'35	2,283	7'12	620	6'54	1,680	8'22	1,902	7'55	773	5'23	...	...	1,250	8'36	...	...	1897
4,933	5'26	2,846	7'07	770	6'07	2,001	7'46	2,250	6'75	797	5'14	...	...	1,174	8'35	...	...	1898
5,070	5'24	2,997	6'39	1,031	5'29	2,256	7'76	2,610	6'89	875	5'42	12	10'45	1,321	8'32	4	93'50	1899
4,930	5'42	3,012	6'70	1,216	6'25	2,136	7'34	2,914	6'46	1,012	5'57	301	8'68	1,509	8'41	10	71'86	1900
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.																		
136'05	220'45	144'11	145'73	174'79	116'76	...	123'54	...	1896									
127'57	221'18	185'48	135'64	174'18	134'00	...	126'20	...	1897									
195'33	261'90	172'22	152'31	199'74	147'34	...	130'36	...	1898									
173'74	249'41	157'73	140'66	204'21	138'39	80'93	120'38	16'88	1899									
140'59	238'15	214'23	141'86	240'68	145'03	47'93	124'86	16'57	1900									
AVERAGE (CST OF CARRYING PER TON PER MILE.																		
Pies. 3'39	Pies. 4'05	Pies. 4'14	Pies. 3'84	Pies. 3'41	Pies. 2'97	Pies. ...	Pies. 4'71	Pies. ...	1896									
3'68	4'44	3'81	4'25	3'57	2'52	...	4'34	...	1897									
2'88	3'57	3'66	3'22	3'01	2'16	...	4'31	...	1898									
2'98	3'42	3'62	3'49	2'98	2'11	3'75	4'52	81'68	1899									
3'30	3'28	2'69	3'80	3'03	2'32	5'08	4'65	38'72	1900									
AVERAGE PROFIT PER TON PER MILE.																		
Pies. 2'13	Pies. 3'92	Pies. 2'65	Pies. 4'31	Pies. 3'73	Pies. 2'99	Pies. ...	Pies. 3'75	Pies. ...	1896									
2'62	3'25	2'75	3'92	3'89	2'71	...	4'01	...	1897									
2'40	3'48	2'53	4'31	3'66	2'98	...	4'03	...	1898									
2'27	3'52	2'70	4'28	3'86	3'31	6'70	3'79	11'82	1899									
2'12	3'34	3'34	3'54	3'43	3'25	3'60	3'76	33'14	1900									

are due to tonnage being less than 1,000.  
on all coal except that for consumption by the railway under which the item appears.  
other miscellaneous goods traffic,  
not available.  
Central railway.  
which information is not available.  
Bengal State railway.

# Appendix 13.

Goods traffic.

APPEN

*Goods of the different classes in thousands of tons carried on each railway (by*

(Referred to in paragraph

*Note.*—A reference to appendix 2 will furnish the key

GAUGE.		5' 3 1/2"															
Class : No		13		14		15		16		17		18		19		20	
Calendar year.		BENGAL DOOARS.		DIBRU-SADIYA.		ASSAM-BENGAL.		DROGHUR.		BENGAL AND NORTH-WESTERN.		ROHILKUND AND KUMAON.		JODHPUR-BIKANER.		UDAIPUR-CHITOR.	
		Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.
GENERAL MERCHANDISE.																	
1896 . .	27	59'40	38	82'67	21	8'40	12	12'78	636	6'52	2'5	7'64	142	11'01	12	12'89	
1897 . .	23	59'34	41	31'38	40	10'87	12	13'76	773	5'96	192	7'62	137	10'15	12	12'15	
1898 . .	25	61'63	53	34'74	60	8'40	13	17'35	751	5'92	269	7'30	153	10'26	11	19'41	
1899 . .	26	57'67	63	31'92	95	8'74	13	13'08	985	5'88	335	6'01	293	9'42	25	15'98	
1900 . .	47	59'94	77	†	116	8'64	12	12'99	945	6'20	316	6'87	283	8'28	54	15'01	
MILITARY STORES.																	
1896 . .	...	...	...	...	...	...	...	...	...	...	1	18'92	...	31'98	...	22'93	
1897 . .	...	...	...	...	...	13'61	...	...	...	22'59	1	17'94	...	31'32	...	22'90	
1898 . .	...	...	...	...	...	19'94	...	...	...	6'41	1	19'01	...	32'85	...	35'86	
1899 . .	...	...	...	...	...	22'61	...	...	...	2'88	...	20'74	...	31'77	...	32'20	
1900 . .	...	18'46	...	...	...	23'29	...	...	...	21'23	...	23'54	...	30'37	...	33'15	
RAILWAY MATERIAL FOR CONSTRUCTION.																	
1896 . .	1	50'12	...	...	174	2'47	...	...	41	2'49	38	2'45	2	4'53	...	3'18	
1897 . .	5	49'98	...	...	285	2'79	...	...	16	2'45	8	2'41	1	3'45	1	2'83	
1898 . .	72	2'45	...	...	381	2'41	...	...	64	3'35	20	2'45	26	3'56	...	2'70	
1899 . .	10	9'09	...	...	341	1'54	...	...	106	2'47	2	2'45	36	2'43	...	2'72	
1900 . .	9	4'44	...	...	238	1'58	...	...	87	2'55	6	2'41	80	2'32	...	2'72	
COAL.*																	
1896 . .	1	34'77	171	3'75	7	4'27	...	...	69	4'15	...	3'35	5	10'51	...	...	
1897 . .	...	34'41	180	5'53	12	3'97	...	...	59	3'99	...	3'46	5	16'31	...	...	
1898 . .	1	28'25	384	5'56	18	4'07	...	...	66	3'67	...	4'13	6	9'07	...	...	
1899 . .	2	29'80	441	6'06	28	4'15	...	...	123	3'82	1	2'94	27	6'21	...	...	
1900 . .	6	27'67	412	†	26	3'78	...	...	105	4'19	1	3'37	20	5'48	...	9'25	
TOTAL GOODS.†																	
1896 . .	29	58'89	213	7'66	205	3'29	12	12'51	840	5'94	296	6'96	151	10'70	24	11'98	
1897 . .	35	58'38	228	8'97	339	4'87	13	13'44	911	5'32	236	7'07	144	9'88	15	10'75	
1898 . .	103	30'85	440	8'96	401	4'46	13	16'04	929	5'45	315	6'05	189	9'53	11	19'19	
1899 . .	39	45'69	509	8'51	471	3'67	13	13'01	1,307	5'30	372	6'72	340	8'80	26	15'69	
1900 . .	63	39'14	494	9'31	384	4'20	12	12'65	1,247	5'64	354	6'64	386	7'29	56	14'97	
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.																	
1896 . .	23'14		55'51§		61'92		4'80		110'49		57'85		83'49		25'04		
1897 . .	21'29		55'77§		49'47		5'08		109'77		65'09		92'64		40'60		
1898 . .	11'85		†		50'07		4'77		121'03		63'95		87'11		46'55		
1899 . .	21'49		55'79§		71'82		4'92		114'73		69'05		93'81		51'19		
1900 . .	19'38		54'68§		79'99		4'79		109'33		69'39		86'26		52'11		
AVERAGE COST OF CARRYING PER TON PER MILE.																	
1896 . .	†	Pies. 3'72		Pies. 5'44		Pies. 2'79		Pies. 4'56		Pies. 3'49		Pies. †		Pies. †		Pies. †	
1897 . .		6'00		6'00		2'64		3'88		3'28		†		†		†	
1898 . .		†		6'38		†		4'07		3'54		7'98		7'98		7'98	
1899 . .		†		4'92		†		3'32		3'09		6'56		6'56		6'56	
1900 . .		†		5'16		†		2'86		3'42		2'82		5'15		5'15	
AVERAGE PROFIT PER TON PER MILE.																	
1896 . .	†	Pies. 3'94		Pies. -2'09		Pies. 3'11		Pies. 2'39		Pies. 6'95		Pies. †		Pies. †		Pies. †	
1897 . .		2'98		-1'13		2'79		3'18		5'81		†		†		†	
1898 . .		†		-1'94		†		2'93		6'24		11'38		11'38		11'38	
1899 . .		†		-1'26		†		2'77		3'35		8'76		8'76		8'76	
1900 . .		†		-0'96		†		2'75		3'17		9'37		9'37		9'37	

\* Includes coal carried for Revenue purposes ; but the average rate per ton per mile represents the rate charged  
† Includes Revenue Stores, Live stock  
‡ Information is  
§ Dibs

## DIX 13—concluded.

Appendix 13.  
Goods traffic.

systems), average rate charged per ton in pies, and average distance carried.

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to the code letters used to express railway systems.

3' 3 1/2"										2' 6"				2' 0"		OTHER SPECIAL GAUGE RAIL- WAYS.	Calen- dar year.	
21		22		23		24		25		26		27		32				
BHÁVNAGAR- GONDAL- JUNÁGAD- PORBANDA.		SOUTHERN MAHRATTA.		WEST OF INDIA PORTUGUESE.		SOUTH INDIAN.		BURMA.		MORVI.		BÁRSI.		DARJEELING- HIMALAYAN.				
Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	
GENERAL MERCHANDISE.																		
241	13'81	841	7'27	54	13'56	937	8'89	668	7'86	34	14'86	...	...	28	72'43	}	}	1896
235	13'19	886	16'63	31	12'62	954	9'41	764	7'53	33	14'72	35	21'19	26	71'03			1897
253	13'00	794	7'18	44	11'95	861	9'53	837	7'80	31	14'93	45	21'01	25	68'81			1898
297	12'74	942	6'01	114	10'91	877	9'49	773	7'86	39	13'54	56	20'38	26	65'01			1899
338	12'20	841	6'08	59	12'42	852	9'48	986	7'92	48	10'50	41	20'72	32	62'35			1900
MILITARY STORES.																		
...	26'38	1	20'59	...	54'86	...	21'69	1	15'48	...	29'01	...	...	...	107'66	}	}	1896
...	29'48	1	15'10	...	...	...	24'34	1	14'93	...	28'13	...	46'70	...	120'65			1897
...	30'63	1	25'83	...	51'20	...	15'76	1	15'58	...	20'62	...	27'43	...	88'38			1898
...	35'77	1	19'03	...	...	...	22'95	1	15'85	...	28'21	...	35'93	...	139'37			1899
...	38'17	1	19'76	...	...	...	22'96	1	16'55	...	23'52	...	33'68	...	120'78			1900
RAILWAY MATERIAL FOR CONSTRUCTION.																		
5	18'84	19	1'84	...	...	81	2'76	186	1'32	...	4'60	...	...	...	...	}	}	1896
17	1'12	13	3'27	...	...	27	3'08	186	2'27	...	8'47	...	8'85	...	37'00			1897
4	1'91	21	2'31	...	...	119	2'49	119	1'97	...	2'76	...	4'66	...	...			1898
2	2'71	20	2'27	...	...	133	2'51	151	2'11	...	2'97	...	...	...	...			1899
1	4'81	9	2'32	...	...	181	2'36	129	2'26	...	9'94	...	...	...	...			1900
COAL. *																		
11	7'36	40	4'21	...	21'94	58	8'88	46	28'83	1	11'75	...	...	5	26'86	}	}	1896
14	5'97	58	3'96	...	14'77	45	6'41	48	14'07	2	10'23	...	7'07	5	25'48			1897
13	6'09	41	3'37	...	...	42	5'15	38	8'18	...	7'95	...	17'41	5	28'30			1898
14	5'45	52	3'94	...	14'77	75	5'46	43	9'59	1	13'69	...	...	5	46'45			1899
14	5'48	52	3'81	...	27'87	43	5'68	62	7'50	1	10'03	...	...	5	43'70			1900
TOTAL GOODS†.																		
264	12'39	1,005	6'51	57	13'42	1,535	7'97	998	6'89	36	14'73	...	...	35	65'73	18	}	1896
291	10'81	1,066	6'03	33	12'37	1,463	8'49	1,153	6'55	35	14'39	...	20'98	32	66'31	22		1897
278	11'38	930	6'47	45	11'79	1,703	8'60	1,113	6'99	31	14'41	45	20'98	31	64'54	37		1898
316	12'23	1,094	6'23	113	10'83	1,519	8'74	1,092	6'60	41	13'10	57	20'34	32	62'87	50		1899
357	11'78	996	6'30	64	12'13	1,097	8'69	1,261	7'05	50	10'75	41	20'74	38	60'63	53		1900
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.																		
53'24	158'08	39'07	65'31	99'02	46'71	...	38'94	}	}	}	}	}	}	}	}	}	}	1896
61'10	184'40	31'30	61'94	106'16	49'57	22'34	40'12											1897
58'18	155'91	41'04	51'15	109'85	56'56	22'01	41'48											1898
55'10	152'70	51'51	60'73	114'12	60'10	22'27	40'78											1899
58'75	170'98	43'53	62'19	123'31	62'07	1	41'71											1900
AVERAGE COST OF CARRYING PER TON PER MILE.																		
Pies. 6'84	Pies. 3'98	Pies. 15'70	Pies. 4'94	Pies. 5'33	8'34	}	}	}	}	}	}	}	}	}	}	}	}	1896
6'41	3'65	21'64	4'75	4'72	6'18													1897
7'06	4'76	17'22	4'77	4'84	7'44													1898
6'20	4'38	7'59	4'85	4'65	7'48													1899
5'59	4'42	12'39	4'51	4'69	7'93													1900
AVERAGE PROFIT PER TON PER MILE.																		
Pies. 5'30	Pies. 2'52	Pies. —2'28	Pies. 3'03	Pies. 1'51	6'39	}	}	}	}	}	}	}	}	}	}	}	}	1896
4'11	2'38	—9'27	3'74	1'75	8'21													1897
4'53	1'73	—5'43	3'82	2'10	6'97													1898
6'02	1'86	3'24	3'89	1'96	5'82													1899
5'64	1'89	—0'26	4'18	2'35	2'77													1900

are due to less than 1,000 tons being carried during the year.  
on all coal except that for consumption by the railway under which the item appears.  
and other miscellaneous goods traffic.  
not available.  
Sadiya railway only.

Gross earnings in thousands of rupees

(Referred to in para

N. B.—A reference to Appendix 2 will furnish the

GAUGE.		5' 6"																	
Class: No.	1	2		3	4	5	6	7	8			9		10		11		12	
Calendar Year.	E. I.	E. B. S. system.		B. C.	B. N.	E. C.	P. T.	O. and R.	N. W. system.			G. I. P. system.		B. B. and O. I. system.		N. G. S. system.		M. system.	
		5' 6" gauge.	Other gauges.						Com- mercial section.	Mily. sec- tion.	Total.	G. I. P. (a) to (e)	I. M. (f) to (j).	B. B. & C. I. (a) to (d) & (j) & (k).	R. M. (e) to (i)	N. G. S. (a) & (b).	H. G. V. (c).	M. (a) & (b).	N. (c).

GENERAL MERCHANDISE.

1896	2,38,65	52,72	32,82	2,97	86,61	5,86	3,99	40,55	1,45,28	15,07	1,00,35	2,22,93	29,63	92,47	1,26,22	13,69	...	55,05	...
1897	2,84,12	53,11	30,82	3,45	86,01	9,29	3,50	38,01	1,48,14	12,43	1,60,57	1,82,95	35,82	87,51	1,24,80	14,10	...	60,20	...
1898	2,62,97	49,31	31,94	2,11	39,92	9,66	3,63	44,87	2,15,90	13,50	2,29,40	2,52,57	38,84	1,08,75	1,51,45	16,41	...	56,02	...
1899	2,87,87	50,31	35,25	3,02	52,95	14,37	3,79	51,92	2,01,48	12,61	2,14,09	2,54,05	47,39	1,15,40	1,84,01	19,92	50	58,78	32
1900	2,96,43	55,05	39,69	4,78	78,98	23,86	4,31	49,54	1,59,49	14,17	1,73,66	2,82,65	77,72	1,19,32	2,18,20	26,13	5,63	58,36	58

COAL.

1896	1,09,98	1,73	81	27	4,22	79	1	2,07	3,89	1,00	4,89	9,82	1,23	4,79	3,40	9,94	...	4,74	...
1897	1,14,99	1,78	66	24	5,05	74	5	1,80	3,33	1,07	4,40	11,35	1,35	3,85	2,29	13,29	...	6,18	...
1898	1,36,65	2,41	79	27	6,55	86	6	2,01	5,42	1,09	6,51	13,62	1,51	3,43	3,05	14,30	...	7,94	...
1899	1,45,43	2,22	81	24	7,76	3,76	4	2,90	5,19	94	6,13	8,62	2,53	4,87	4,20	12,80	1	7,62	...
1900	1,68,21	2,82	1,11	31	9,58	5,93	7	3,51	4,12	99	5,11	10,36	3,32	6,30	5,34	15,35	21	7,95	...

MILITARY STORES.

1896	2,77	2	1	...	7	...	...	40	4,09	45	4,54	2,06	23	28	85	12	...	79	...
1897	4,30	1	1	...	9	...	...	56	11,72	2,07	13,79	1,54	41	25	1,29	11	...	80	...
1898	4,83	1	...	...	8	...	...	40	10,78	52	11,30	1,65	26	14	1,14	10	...	76	...
1899	3,50	1	...	...	5	3	...	26	4,09	39	4,48	2,04	41	22	90	21	...	60	1
1900	4,31	1	...	...	16	11	...	56	3,99	61	4,60	1,83	11	20	71	16	1	56	1

RAILWAY MATERIALS FOR CONSTRUCTION ONLY.

1896	83	74	16	...	60	1,65	...	1,05	3,44	28	3,72	30	1,36	1,50	98	11	...	3	...
1897	2,32	1,12	28	8	40	86	...	81	3,70	63	4,33	16	1,07	2,26	36	25	...	5	...
1898	8,58	1,36	50	11	64	74	...	99	2,92	57	3,49	24	74	1,94	78	15	...	9	...
1899	2,76	1,17	80	3	1,97	1,67	...	1,19	1,98	42	2,40	72	74	2,41	92	89	2	24	...
1900	2,19	92	1,37	9	65	1,29	...	66	1,75	32	2,07	57	33	1,10	50	47	73	32	...

NOTE.—For totals see

DIX 14.

Appendix 14.  
Goods earnings.

from Goods traffic on each railway (by systems.)

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key to the code letters used to express railway systems.

3' 3 1/2"												2' 6".						2' 0"				Gang.	
13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	Class: No.
B. D.	D. S.	A. B.	D.	B. and N. W.	B. and K.	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	O. C.	D. H.	H. A.	H. S.	J.	Cal- endar Year.

GENERAL MERCHANDISE.

1,93	2,69	74	4	26,60	5,61	6,80	34	9,57	49,69	1,51	39,83	31,47	1,17	...	...	...	...	...	4,44	...	...	...	1896
2,03	2,93	2,29	4	24,90	5,32	6,69	32	9,17	56,65	80	38,16	36,79	1,22	85	...	...	...	...	4,12	...	...	...	1897
1,84	2,92	3,24	5	29,89	6,96	7,64	50	9,65	45,00	1,09	36,96	40,09	1,33	1,08	...	...	...	...	3,93	...	...	...	1898
1,84	3,11	4,19	4	36,84	8,64	14,10	1,06	10,76	50,02	3,40	39,99	38,13	1,58	1,32	...	...	...	...	3,85	...	...	...	1899
2,27	3,58	4,78	4	36,11	8,07	11,54	2,15	12,47	51,41	1,73	37,82	31,65	1,62	97	9	2	50	5	4,53	15	5	73	1900

COAL.

6	2,01	6	...	1,09	...	12	...	23	2,25	...	68	65	7	...	...	...	...	...	21	...	...	...	1896
2	3,45	21	...	96	1	10	...	25	3,05	...	58	66	4	...	...	...	...	...	20	...	...	...	1897
3	3,72	29	...	1,04	...	11	...	24	2,18	...	51	56	1	...	...	...	...	...	24	...	...	...	1898
8	4,27	43	...	2,03	1	18	...	24	2,54	...	87	74	7	...	...	...	...	...	26	...	...	...	1899
13	4,07	45	...	1,67	1	37	1	23	2,76	...	48	1,07	3	...	...	...	...	...	33	...	...	...	1900

MILITARY STORES.

...	...	...	...	...	4	...	...	...	14	...	2	20	...	...	...	...	...	...	4	...	...	...	1896
...	...	1	...	...	5	...	...	...	16	...	3	25	1	...	...	...	...	...	1	...	...	...	1897
...	...	...	...	...	4	...	...	...	20	...	3	24	...	...	...	...	...	...	2	...	...	...	1898
...	...	2	...	...	2	...	...	...	10	...	3	15	...	...	...	...	...	...	3	...	...	...	1899
...	...	1	...	...	2	...	...	...	13	...	6	19	...	...	...	...	...	...	3	...	...	...	1900

RAILWAY MATERIALS FOR CONSTRUCTION ONLY.

4	...	1,34	...	75	15	1	2	4	18	...	20	1,29	1	...	...	...	...	...	4	...	...	...	1896
22	...	1,65	...	1,37	4	2	1	9	24	...	11	1,62	2	...	...	...	...	...	...	...	...	...	1897
7	...	1,74	...	87	10	24	...	3	27	...	16	1,05	1	...	...	...	...	...	4	...	...	...	1898
8	...	1,75	...	1,11	2	27	1	1	24	...	26	1,64	...	...	...	...	...	...	...	...	...	...	1899
6	...	1,40	...	91	4	55	...	1	12	...	28	1,61	...	...	...	...	...	...	...	...	...	...	1900

# Appendix 15. Principal Commodities—Summary.

APPEN

Sum

of

Principal commodities carried on Indian railways treated as one

(Referred to in para

(Details for each railway system

Progressive No.	DESCRIPTION OF COMMODITY.	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS.	
		1899.	1900.	1899.	1900.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes . . . . .	2,911	13,282	1,00,042	3,00,690	10,371	...	2,00,648	...
II	Coal and coke carried for the public and foreign railways . . . . .	6,188,055	7,283,795	1,80,07,847	2,10,93,351	1,095,740	...	30,85,504	...
III	COTTON—								
	1. Raw . . . . .	851,120	461,073	1,15,55,137	62,36,025	...	389,147	...	53,19,112
	2. Manufactured—								
	(a) Twist and yarn, European . . . . .	40,174	52,706	6,23,524	5,35,914	12,532	...	...	87,610
	(b) Twist and yarn, Indian . . . . .	112,380	106,088	13,82,445	11,91,158	...	6,292	...	1,91,287
	(c) Piece goods, European . . . . .	229,956	190,307	44,69,273	37,88,542	...	39,649	...	6,80,731
	(d) Piece goods, Indian . . . . .	111,939	108,759	18,20,017	18,00,613	...	3,180	...	19,404
	(e) Others . . . . .	...	2,641	...	51,276	2,641	...	51,276	...
IV	CHEMICALS, EXCEPTING SALTPETRE.	23	5,390	32	1,02,277	5,367	...	1,02,245	...
V	Drugs—								
	1. Intoxicating other than opium . . . . .	29,076	21,258	3,03,448	2,01,616	...	7,818	...	1,01,832
	2. Non-intoxicating—								
	(a) Medical preparations . . . . .	207	3,284	2,341	63,489	3,077	...	61,148	...
	(b) Others . . . . .	46,229	34,854	7,07,531	5,26,986	...	11,375	...	1,80,545
VI	DYES AND TANS—								
	1. Al (Morinda Citrifolia) . . . . .	634	509	7,955	5,303	...	125	...	2,652
	2. Alizarine and aniline dyes . . . . .	5,529	3,745	98,423	80,033	...	1,784	...	18,390
	3. Cutch . . . . .	5,975	6,751	56,717	68,527	776	...	11,810	...
	4. Indigo . . . . .	13,799	13,323	3,19,143	2,88,164	...	476	...	30,979
	5. Myrabolams . . . . .	75,443	61,303	5,29,270	4,87,380	...	14,140	...	41,890
	6. Tanning barks . . . . .	3,261	99,887	24,224	5,18,879	96,626	...	4,94,655	...
	7. Turmeric . . . . .	53,629	49,434	5,57,590	5,35,956	...	4,195	...	21,643
	8. Others . . . . .	88,770	28,706	6,73,104	3,81,555	...	60,064	...	2,91,549
VII	FODDER—								
	1. Oil-cake . . . . .	37,658	125,823	1,75,895	4,95,612	88,165	...	3,19,717	...
	2. Hay, straw and grass . . . . .	228,984	696,120	9,84,375	27,21,063	467,136	...	17,36,688	...
VIII	FRUITS AND VEGETABLES, FRESH.	24,583	193,889	2,07,838	12,11,697	169,306	...	10,03,859	...
IX	GRAIN AND PULSE—								
	1. Gram and pulse . . . . .	1,375,047	1,757,283	75,84,019	1,19,26,529	382,236	...	43,42,510	...
	2. Jawar and Bajra . . . . .	1,258,717	1,274,571	82,40,891	77,11,548	15,854	...	...	5,29,343
	3. Rice in the husk . . . . .	721,844	912,049	29,25,628	40,53,009	190,205	...	11,27,381	...
	4. Rice not in the husk . . . . .	1,707,429	2,835,406	1,02,08,266	1,78,21,458	1,038,067	...	76,13,192	...
	5. Wheat . . . . .	2,019,654	2,020,098	1,53,76,799	1,32,57,322	444	...	...	21,19,477
	6. Wheat flour . . . . .	51,355	106,136	2,71,007	6,40,485	54,781	...	3,69,478	...
	7. Others . . . . .	1,044,420	1,387,829	59,54,771	89,39,740	342,800	...	29,84,969	...
	Carried over . . . . .	16,418,801	19,856,689	9,31,67,561	10,70,36,197	3,437,888	...	1,38,68,636	...

DIX 15.

Appendix 15.  
Principal Commodities—Summary.

mary

system and the earnings therefrom during the Calendar year 1900.

(graph 26 of Report.)

are shown in Appendix 16.)

Progressive No.	DESCRIPTION OF COMMODITY— <i>contd.</i>	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS.	
		1899.	1900.	1899.	1900.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
	Brought forward . . .	16,418,801	19,856,689	9,31,67,561	10,70,36,197	3,437,888	...	1,38,68,636	...
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	(a) Dressed or tanned . . .	41,930	30,015	5,38,268	4,27,215	...	11,915	...	1,11,053
	(b) Raw . . . . .	112,731	181,157	14,94,864	24,09,062	68,436	...	9,14,198	...
	2. Skins of sheep, &c.—								
	(a) Dressed or tanned . . .	13,133	11,749	1,80,065	1,47,388	...	1,384	...	32,677
	(b) Raw . . . . .	72,165	92,965	7,70,697	9,23,268	20,800	...	1,32,571	...
XI	Horns . . . . .	4,847	9,401	59,471	95,934	4,554	...	36,463	...
XII	Hemp (Indian) and other fibres, excluding jute . . . . .	45,214	64,404	2,94,661	4,39,365	19,190	...	1,44,704	...
XIII	JUTE—								
	1. Raw . . . . .	880,742	692,840	43,40,405	46,79,045	...	187,902	3,38,640	...
	2. Gunny bags and cloth . . .	226,624	583,802	19,45,382	21,13,416	357,178	...	1,68,034	...
XIV	Lac . . . . .	40,749	44,743	4,59,277	5,35,771	3,994	...	76,494	...
XV	LEATHER—								
	1. Unwrought . . . . .	8,090	10,147	1,90,037	1,74,302	2,057	...	...	15,735
	2. Wrought, excepting boots and shoes . . . . .	2,877	7,284	43,202	1,32,121	4,407	...	88,919	...
XVI	LIQUORS—								
	1. Ale and beer . . . . .	39,854	36,683	3,87,595	3,56,919	...	3,171	...	20,676
	2. Spirits of all kinds, including country spirits . . . . .	17,268	17,521	2,24,406	2,50,736	253	...	26,330	...
	3. Wine . . . . .	9,950	9,403	2,42,016	2,13,070	...	547	...	28,946
	4. All other sorts, including toddy and fermented liquor other than ale and beer . . . . .	6,363	7,449	38,299	35,881	886	...	...	2,418
XVII	METALS—								
	1. Brass, unwrought . . . . .	5,267	7,706	78,850	89,441	2,439	...	10,591	...
	2. Brass, wrought . . . . .	23,011	30,571	2,41,782	3,27,173	7,560	...	85,391	...
	3. Copper, unwrought . . . . .	1,559	2,545	21,795	31,773	986	...	9,978	...
	4. Copper, wrought . . . . .	4,385	5,809	56,594	74,274	1,424	...	17,580	...
	5. Iron and steel—								
	(a) Cast . . . . .	16,394	23,188	1,55,424	2,04,941	6,794	...	49,517	...
	(b) Unwrought . . . . .	21,642	33,836	1,12,758	2,13,256	12,194	...	1,00,498	...
	(c) Wrought . . . . .	210,972	212,927	20,55,904	18,84,401	1,955	...	...	1,71,503
	(d) Manufactures . . . . .	68,331	76,729	8,57,567	9,28,004	8,398	...	70,437	...
	6. Zinc and spelter . . . . .	1,000	1,297	18,380	23,966	297	...	5,586	...
	7. Others . . . . .	120,281	176,201	5,29,981	7,90,862	45,920	...	2,60,881	...
XVIII	OILS—								
	1. Kerosine . . . . .	333,877	383,453	24,07,272	27,92,551	49,576	...	3,85,279	...
	2. Castor . . . . .	12,231	10,571	79,308	72,955	...	1,660	...	6,353
	3. Coconut . . . . .	12,713	15,856	1,85,892	1,59,455	3,143	...	33,393	...
	4. Mustard and rape . . . . .	11,386	15,006	1,08,318	1,42,505	3,620	...	24,187	...
	5. Others . . . . .	59,595	50,355	4,88,395	3,73,817	...	9,240	...	1,14,581
	Carried over . . . . .	18,854,172	22,702,302	11,17,14,529	12,80,89,094	3,848,110	...	1,63,74,565	...

Appendix 15.  
Principal Commodities—Summary.

APPEN

Sum  
of

Principal commodities carried on Indian railways treated as one  
(Referred to in para  
(Details for each railway system

Progressive No.	DESCRIPTION OF COMMODITY—contd.	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS.	
		1899.	1900.	1899.	1900.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
	Brought forward . . . . .	18,854,172	22,702,302	11,17,14,579	12,80,89,094	3,848,130	...	1,63,74,565	...
XIX	OIL SEEDS—								
	1. Castor . . . . .	168,932	127,153	9,46,747	7,10,780	...	41,779	...	2,35,467
	2. Earthnuts . . . . .	23,775	24,891	1,29,337	90,973	1,618	...	...	33,364
	3. Linseed . . . . .	635,930	427,876	39,94,410	24,11,551	...	268,054	...	15,82,859
	4. Poppy . . . . .	108,333	94,994	7,92,098	7,15,551	...	13,339	...	76,347
	5. Rape and mustard . . . . .	509,143	316,005	31,61,456	19,65,971	...	193,188	...	14,96,485
	6. Til or jinjili . . . . .	344,717	334,438	27,20,842	25,35,974	...	10,279	...	1,84,368
	7. Cotton seed . . . . .	40,810	55,650	1,15,857	96,662	14,810	...	...	39,195
	8. Others . . . . .	200,687	159,544	11,80,313	9,74,144	...	41,143	...	2,06,171
XX	OPIUM . . . . .	28,767	29,232	5,19,500	5,39,257	463	...	19,757	...
XXI	PAPER AND PASTE BOARD . . . . .	38,459	41,359	4,75,648	4,34,584	2,900	...	8,936	...
XXII	PROVISIONS—								
	1. Dried fruits . . . . .	153,547	177,000	18,05,819	19,86,542	23,453	...	1,80,723	...
	2. Ghee . . . . .	84,930	110,084	1,66,134	14,37,895	23,134	...	2,66,761	...
	3. Potatoes . . . . .	56,771	42,012	4,51,630	3,68,931	...	14,729	...	82,639
	4. Others . . . . .	434,405	564,800	3,97,261	22,22,476	...	1,69,825	...	9,75,091
XXIII	RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS—								
	1. Locomotives, engines and tenders and parts thereof . . . . .	4,600	3,167	3,519	16,202	...	1,433	...	15,317
	2. Carriages and trucks and tenders and parts thereof . . . . .	16,462	15,377	43,774	51,232	...	1,065	7,458	...
	3. Materials—								
	(a) Steel rails and fishplates . . . . .	108,493	51,774	6,71,809	2,61,985	...	56,719	...	4,29,824
	(b) Sleepers and keys of steel and cast-iron . . . . .	25,659	30,460	1,34,923	1,54,982	4,801	...	24,059	...
	(c) Sleepers of wood . . . . .	10,035	4,596	35,947	17,623	...	5,439	...	18,254
	(d) Others . . . . .	374,011	309,619	15,21,072	11,88,815	...	64,392	...	3,32,257
XXIV	SALT . . . . .	1,525,603	1,617,432	88,36,193	95,16,322	91,829	...	7,80,129	...
XXV	SALTPETRE AND OTHER SALINE SUB- STANCES—								
	1. Saltpetre . . . . .	52,809	52,768	4,20,309	3,92,307	...	41	...	27,911
	2. Other saline substances . . . . .	34,965	39,609	2,62,690	3,00,970	4,644	...	38,280	...
XXVI	SILK—								
	1. Raw—								
	(a) Foreign . . . . .	1,425	1,150	37,804	32,685	...	275	...	5,119
	(b) Indian . . . . .	2,175	2,239	31,821	36,958	64	...	5,137	...
	2. Piece-goods—								
	(a) Foreign . . . . .	165	174	4,737	6,295	9	...	2,058	...
	(b) Indian . . . . .	549	447	18,304	15,202	...	102	...	3,092
XXVII	SPICES—								
	1. Betel-nuts . . . . .	84,961	85,856	8,90,321	9,19,512	895	...	29,211	...
	2. Cardamoms . . . . .	2,393	2,299	35,026	40,405	...	99	5,379	...
	3. Chillies . . . . .	94,032	85,285	9,28,622	9,26,784	...	8,747	...	1,838
	4. Ginger . . . . .	9,038	6,502	91,206	75,788	...	2,536	...	15,418
	5. Pepper . . . . .	6,962	6,325	1,28,553	1,20,433	...	537	...	8,120
	6. Others . . . . .	58,411	51,137	5,39,616	4,74,320	...	7,306	...	45,296
	Carried over . . . . .	24,075,663	27,273,318	14,73,27,435	15,97,45,445	2,177,705	...	1,19,18,010	...



DIX 15—concl'd.

Appendix 15.  
Principal Commodities—Summary.

mary

system and the earnings therefrom during the Calendar year 1900.  
graph 26. of Report).  
are shown in Appendix 16.)

Progressive No.	DESCRIPTION OF COMMODITY— concl'd.	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS.	
		1899.	1900.	1899.	1900.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
	Brought forward . . . . .	24,095,663	27,273,368	14,73,27,435	15,92,45,445	3,177,705	...	1,19,18,010	...
XXVIII	STONE AND LIME . . . . .	1,031,081	1,175,120	14,21,102	23,50,452	144,039	...	...	70,653
XXIX	SUGAR—								
	1. Refined or crystalized, including sugarcandy . . . . .	224,589	261,518	23,55,571	27,70,224	36,929	...	4,14,653	...
	2. Unrefined—								
	(a) Sugar . . . . .	200,948	176,130	11,57,589	11,04,743	...	114,818	...	52,846
	(b) Gur, rab, jaggree, molasses and other saccharine pro- duce . . . . .	757,045	680,637	33,86,312	45,13,859	...	76,468	...	8,71,453
XXX	TEA—								
	1. Foreign . . . . .	1,376	1,541	29,001	34,218	165	...	5,217	...
	2. Indian . . . . .	131,506	142,210	12,63,278	13,38,682	10,704	...	25,404	...
XXXI	TOBACCO—								
	1. Unmanufactured . . . . .	186,475	174,362	15,41,541	15,44,516	...	12,113	2,975	...
	2. Manufactured—								
	(a) Cigar . . . . .	4,041	4,414	88,989	87,902	373	...	...	1,087
	(b) Other sorts . . . . .	9,434	11,221	1,22,678	1,39,432	1,787	...	16,761	...
XXXII	WOOD—								
	1. Timber, unwrought . . . . .	821,428	809,523	26,34,621	25,79,319	...	11,905	...	55,302
	2. Manufactures . . . . .	24,348	58,893	1,67,808	4,04,145	34,545	...	1,26,337	...
XXXIII	WOOL—								
	1. Raw . . . . .	39,313	30,224	7,51,682	5,96,811	...	9,019	...	1,64,871
	2. Manufactured—								
	(a) Carpets and rugs . . . . .	1,347	2,500	37,017	47,269	1,153	...	10,252	...
	(b) Piece goods, European . . . . .	2,221	1,767	63,507	34,825	...	1,056	...	28,682
	(c) Piece-goods, Indian . . . . .	8,175	6,985	1,80,345	1,47,004	...	1,190	...	33,541
	(d) Other sorts of manufactures . . . . .	120	2,921	2,501	45,697	2,801	...	43,196	...
XXXIV	ALL OTHER ARTICLES OF MERCHANDISE—								
	1. Bones . . . . .								
	2. Firewood . . . . .								
	3. Indigo seed . . . . .								
	4. Paints and colors . . . . .								
	5. Seeds other than oil-seeds . . . . .	2,331,542	2,274,010	1,46,00,483	1,44,48,545	...	57,532	...	1,51,938
	6. Manures . . . . .								
	7. Lucifer matches . . . . .								
	8. Others . . . . .								
	GRAND TOTAL . . . . .	29,941,254	33,087,414	18,01,41,660	19,14,33,095	31,46,160	...	1,12,91,435	...

Appendix 16.  
Principal Commodities—Details.

APPEN

Principal commodities carried on each railway (by systems)  
(Referred to in paragraph

Pro. gressive No.	GAUGE.	5' 6"							
	CLASSIFICATION NO.	1		2		3		4	
	Railways.	East Indian.		Eastern Bengal.		Bengal Central.		Bengal-Nagpur.	
	Description of commodity.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
I	Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes . . . . .	3,185	1,01,851	1,114	12,044	55	453	209	4,340
II	Coal and coke carried for the public and foreign railways . . . . .	4,657,967	1,57,12,443	262,549	2,70,343	23,794	25,350	754,614	6,73,258
III	COTTON—								
	1. Raw . . . . .	32,755	4,35,102	1,474	10,528	92	679	5,385	51,543
	2. Manufactured—								
	(a) Twist and yarn, European . . . . .	1,939	53,856	2,566	22,104	518	2,575	408	3,775
	(b) Twist and yarn, Indian . . . . .	17,230	1,64,702	3,303	23,688	57	226	8,204	1,32,140
	(c) Piece-goods, European . . . . .	52,216	14,18,303	26,821	2,75,626	1,364	8,336	2,612	24,628
	(d) Piece-goods, Indian . . . . .	9,036	1,50,609	1,323	11,851	27	134	3,547	69,117
	(e) Others . . . . .	721	18,586	...	...	...	...	...	...
IV	CHEMICALS, EXCEPTING SALT-PETRE . . . . .	1,638	33,916	310	2,737	8	39	103	1,687
V	DRUGS—								
	1. Intoxicating other than opium . . . . .	311	5,789	191	4,437	3	36	54	934
	2. Non-intoxicating—								
	(a) Medical preparations . . . . .	930	23,557	31	674	4	60	...	...
	(b) Others . . . . .	2,261	51,892	1,023	14,656	26	325	354	5,122
VI	DYES AND TANS—								
	1. Al (Morinda Citrifolia) . . . . .	176	2,967	...	...	...	...	...	...
	2. Alizarine and aniline dyes . . . . .	118	3,215	...	...	...	...	...	...
	3. Cutch . . . . .	1,173	15,183	313	2,231	2	11	...	...
	4. Indigo . . . . .	4,166	1,50,595	73	708	...	...	...	...
	5. Myrabolams . . . . .	5,608	45,087	...	...	...	...	8,150	1,08,528
	6. Tanning barks . . . . .	1,831	4,544	...	...	32	170	...	...
	7. Turmeric . . . . .	5,228	1,17,348	3,760	23,113	451	1,960	1,226	16,466
	8. Others . . . . .	2,181	29,239	172	2,072	7	61	772	7,783
VII	FODDER—								
	1. Oil-cake . . . . .	40,098	1,80,705	7,636	14,673	707	1,857	381	2,158
	2. Hay, straw and grass . . . . .	6,222	53,448	24,882	28,784	8	42	10,766	35,254
VIII	FRUITS AND VEGETABLES, FRESH . . . . .	7,006	74,224	5,290	28,261	5,541	16,454	7,994	31,983
IX	GRAIN AND PULSE—								
	1. Gram and pulse . . . . .	431,073	34,80,604	119,440	4,19,049	10,500	21,344	115,863	9,79,657
	2. Jawar and Bajra . . . . .	32,883	1,40,733	...	...	1	2	...	...
	3. Rice in the husk . . . . .	56,777	2,04,601	86,214	2,93,046	1,972	2,768	...	...
	4. Rice not in the husk . . . . .	484,797	31,72,520	190,717	7,04,737	32,625	59,406	337,813	33,55,451
	5. Wheat . . . . .	310,522	12,83,238	4,848	21,317	33	66	30,996	2,81,861
	6. Wheat flour . . . . .	17,976	1,37,403	1,700	16,064	205	722	1,696	16,143
	7. Others . . . . .	193,339	9,36,692	3,182	9,937	41	90	16,310	1,28,237
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	(a)—Dressed or tanned . . . . .	8,088	1,13,649	9,643	57,014	310	1,894	...	...
	(b)—Raw . . . . .	42,838	7,70,605					21,182	1,92,649
	2.—Skins of sheep, &c.—								
	(a)—Dressed or tanned . . . . .	795	8,486	1,016	5,504	93	609	...	...
	(b)—Raw . . . . .	7,359	1,03,621					...	...
XI	Horns . . . . .	818	9,173	164	721	...	...	310	2,314
XII	Hemp (Indian) and other fibres, excluding jute . . . . .	25,414	1,51,682	1,150	8,096	361	1,601	7,983	39,247
XIII	JUTE—								
	1. Raw . . . . .	55,068	2,59,999	547,436	40,83,787	66,512	2,43,701	...	...
	2. Gunny bags and cloth . . . . .	51,617	6,79,081	19,714	97,104	953	4,711	6,921	1,10,780
XIV	Lac . . . . .	27,869	4,29,550	645	3,740	...	...	8,742	62,766
XV	LEATHER—								
	1. Unwrought . . . . .	1,428	67,780	57	467	...	...	101	992
	2. Wrought, excepting boots and shoes . . . . .	747	18,096					...	...
	Carried over . . . . .	6,604,640	3,08,09,969	1,328,766	64,69,203	146,307	3,95,706	1,342,696	63,38,815

## DIX 16.

Appendix 16.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1900.  
26 of Report.)

5' 6"										Progressive No.	
5		6		7		8		9			
East Coast.		Calcutta Port Commissioners'		Oudh and Rohilkhand.		North Western.		Great Indian Peninsula.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
79	1,791	127	142	982	12,501	3,101	71,768	835	34,963	I	
160,145	4,93,682	21,651	7,487	32,462	1,15,282	26,930	64,320	137,940	4,35,939	II	
6,932	38,448	589	508	5,963	37,311	47,662	5,91,254	121,551	27,07,502	III	
2,316	12,847	15,731	17,880	2,611	20,309	2,539	51,825	7,136	1,45,021	IV	
5,249	19,931	4,752	4,001	7,123	58,677	4,261	66,363	8,535	9,688		
2,069	12,711	...	...	6,936	42,513	19,782	5,38,412	20,593	5,47,648		
1,730	9,278	...	...	5,084	46,131	19,403	3,83,018	5,899	1,14,562		
...	...	...	...	368	3,306	467	11,020	226	6,861		
52	1,064	89	66	107	855	1,556	29,320	676	18,795	V	
4	35	825	994	197	2,614	569	8,628	18,296	1,65,603	VI	
35	635	...	...	16	671	438	11,104	249	7,644		
724	6,808	...	...	1,415	14,836	8,527	1,37,703	5,117	1,21,280		
...	...	...	...	24	200	...	...	...	...		
51	604	...	...	75	971	671	14,946	1,026	29,370		
3	18	...	...	261	2,014	20	154	477	11,622	VII	
480	6,059	1	...	364	6,008	2,890	65,595	287	7,021		
2,704	7,416	...	...	189	1,186	239	3,054	31,715	2,55,513		
10,860	43,949	...	...	21	71	149	1,346	13,722	82,376		
4,421	17,812	2,328	1,835	1,852	23,824	3,754	46,526	5,493	82,288		
300	2,794	242	161	650	5,432	6,220	76,500	2,152	39,786	VIII	
2,992	9,867	...	...	5,526	28,477	11,681	26,446	4,636	28,823	IX	
1,455	3,421	...	...	7,268	30,391	71,351	2,14,243	127,945	5,55,400		
5,615	18,357	4,714	3,666	11,212	53,888	17,635	1,38,965	16,527	1,45,809		
47,025	2,04,784	280	220	109,952	5,12,486	141,272	6,14,733	149,850	15,22,745		
51,288	1,18,967	92,795	61,340	61,698	2,30,840	170,255	10,14,617	174,843	16,18,828		
97,037	3,37,667	2	3	9,554	55,944	22,279	75,120	14,490	81,930	X	
1,26,596	3,50,478	514	444	47,992	1,81,549	95,496	4,97,596	277,516	20,10,449		
745	2,150	12,763	8,500	192,063	6,76,576	467,670	28,34,725	107,869	8,94,681		
72	221	75,367	54,802	3,696	12,685	39,183	1,23,815	12,340	1,12,691		
20,617	1,19,732	...	...	82,123	4,98,799	28,536	1,04,661	1,19,949	10,34,421		
17	131	...	...	5	28	380	6,206	15,440	2,49,640	XI	
2,781	18,380	119	104	8,850	60,104	17,344	2,33,950	2,574	26,083		
128	1,563	...	...	4	24	94	1,263	2,710	46,655		
3,603	25,314	...	...	1,318	6,228	9,434	1,04,956	9,534	1,20,243		
314	2,385	4	7	1,331	5,979	625	5,464	1,900	31,064		
1,036	4,052	1,179	867	5,204	18,965	1,016	8,429	8,939	1,07,696	XII	
125	977	...	...	63	483	45	464	318	3,794	XIII	
7,174	38,823	356,312	1,46,460	13,417	68,923	28,063	2,00,125	14,969	1,67,264		
65	453	2,744	6,534	343	1,932	770	5,241	366	4,601		
3,242	29,872	4	13	14	120	1,202	18,653	1,192	21,219		
563	5,251	...	...	243	2,313	2,127	35,718	644	20,400		
570,704	19,78,807	593,132	3,16,034	629,476	28,42,566	1,275,686	84,38,246	1,446,486	1,37,15,818	XV	

Appendix 16.  
Principal Commodities—Details.

APPEN

## Principal commodities carried on each railway (by systems)

(Referred to in paragraph

Pre- sive No.	GAUGE.	5' 6"							
	CLASSIFICATION No.	1		2		3		4	
	Railway.	East India.		Eastern Bengal.		Bengal Central.		Bengal-Nagpur.	
	Description of commodity—contd.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward	6,604,640	3,08,09,969	1,328,766	64,69,203	146,307	3,95,706	1,342,696	63,38,815
XVI	<b>LIQUORS—</b>								
	1. Ale and beer	5,761	69,399	314	3,050	1	9	789	3,129
	2. Spirits of all kinds, including country spirits.	656	20,403	50	675	7	21	149	3,727
	3. Wine	1,419	51,737	1,308	15,736	26	367	487	7,626
	4. All other sorts, including toddy and fermented liquor other than ale and beer.	161	1,120	...	...	1	11	...	...
XVII	<b>METALS—</b>								
	1. Brass, unwrought	712	9,791	143	1,081	1	13	...	...
	2. Brass, wrought	8,765	99,353	2,240	22,657	81	532	1,081	16,259
	3. Copper, unwrought	224	5,080	53	442	...	...	...	...
	4. Copper, wrought	662	10,735	119	1,470	...	2	79	2,189
	5. Iron and steel—								
	(a) Cast	7,473	56,040	782	8,130	25	119	324	3,288
	(b) Unwrought	10,604	31,785	3	18	8	39	...	...
	(c) Wrought	39,226	4,46,409	14,206	1,14,160	375	1,800	12,806	47,130
	(d) Manufactures	14,380	1,59,874	3,851	42,938	45	336	3,147	35,180
	6. Zinc and spelter	1,207	23,966	...	...	...	...	...	...
	7. Others	5,361	1,04,520	2,553	28,778	469	2,791	17,756	15,545
XVIII	<b>OILS—</b>								
	1. Kerosine	64,142	6,12,644	116,067	2,27,063	1,581	4,001	8,468	1,28,094
	2. Castor	1,930	13,782	79	561	6	21	216	1,890
	3. Coconut	2,290	20,316	1,321	12,293	160	724	249	1,559
	4. Mustard and rape	5,072	61,677	2,754	28,393	558	2,990	...	...
	5. Others	2,481	34,763	517	4,514	10	24	883	7,569
XIX	<b>OIL SEEDS—</b>								
	1. Castor	29,566	1,86,461	...	...	...	...	...	...
	2. Earthnuts	46	481	...	...	...	2	...	...
	3. Linseed	189,652	13,27,528	15,303	44,720	2,730	5,020	1,438	9,248
	4. Poppy	23,161	2,13,355	...	...	...	...	...	...
	5. Rape and mustard	102,958	7,49,751	23,832	88,963	805	2,140	743	4,870
	6. Til or jingili	26,714	1,60,028	2,644	10,273	5,481	12,694	19,560	1,53,314
	7. Cotton seed	...	...	...	...	...	...	...	...
	8. Others	4,179	21,470	404	1,202	24	59	6,014	44,246
XX	<b>OPIMUM</b>	8,500	2,37,230	25	268	2	21	37	1,218
XXI	<b>PAPER AND PASTE-BOARD</b>	9,062	1,41,391	6,362	10,039	75	538	860	12,170
XXII	<b>PROVISIONS—</b>								
	1. Dried fruits	7,160	1,02,926	182	1,485	327	1,159	3,438	36,538
	2. Ghee	19,807	3,93,670	918	9,156	36	252	1,925	29,109
	3. Potatoes	42,042	3,68,991	...	...	...	...	...	...
	4. Others	27,327	2,99,748	10,481	79,287	205	1,076	3,100	56,344
XXIII	<b>RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS—</b>								
	1. Locomotives, engines and tenders and parts thereof.	1,442	8,182	431	205	...	...	158	1,096
	2. Carriages & trucks and parts thereof.	12,152	43,940	2,262	2,235	...	...	33	552
	3. Materials—								
	(a) Steel rails and fish-plates	4,489	7,612	3,832	25,167	...	...	974	73,17
	(b) Sleepers & keys of steel and cast-iron.	4,592	61,572	8,715	40,469	...	...	23	96
	(c) Sleepers of wood	...	...	...	...	...	...	...	...
	(d) Others	70,576	2,45,526	7,375	43,596	...	...	55,098	2,00,930
XXIV	<b>SALT</b>	225,858	10,91,915	65,577	3,17,496	4,769	9,742	62,151	7,00,039
XXV	<b>SALTPETRE AND OTHER SALINE SUBSTANCES—</b>								
	1. Saltpetre	22,724	2,40,637	71	480	2	15	...	...
	2. Other saline substances	20,491	1,68,128	2,047	8,934	5	19	...	...
	Carried over	7,629,754	3,87,03,895	1,625,393	76,65,142	164,212	4,41,443	1,544,522	78,68,087

## DIX 16—continued.

Appendix 16.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1900.

26 of Report.)

5' 6"										Progressive No.
5		6		7		8		9 G. I. P. SYSTEM.		
East Coast.		Calcutta Port Commissioners.		Oudh and Rohilkhand.		North-Western.		Great Indian Peninsula, (a) to (e)		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
570,704	19,78,807	593,132	3,16,034	629,476	28,42,566	1,275,686	84,38,246	1,446,486	1,37,15,818	
57 1,260	694 6,895	35 ...	39 ...	2,413 1,207	11,849 19,854	6,318 1,593	56,880 53,847	6,297 2,231	91,184 43,569	XVI
68 ...	1,386 ...	77 5	124 8	618 ...	12,076 ...	1,778 220	47,762 2,987	500 88	17,126 778	
190 502 37 27	999 2,660 239 179	1,098 523	1,485 489	29 2,913 3 157	157 20,327 12 955	193 1,518 47 618	1,738 20,908 228 10,261	2,548 1,389 1,035 1,031	43,531 20,525 16,484 15,138	XVII
498 1,902 1,015 848	5,206 14,028 7,278 10,603	19,541	11,606	1,922 27 7,774 3,925	10,408 200 41,732 27,962	476 389 21,324 9,550	4,485 2,804 2,75,097 1,58,030	1,809 10,255 20,540 7,450	26,206 93,675 2,80,454 1,31,781	
1,01,261	1,53,268	1,825	1,611	828	4,461	2,643	46,850	24,261	2,17,739	
12,542 786 709 1 1,566	59,278 3,037 2,267 7 5,238	82 1,641	102 1,615	12,827 95 74 464 463	67,385 526 420 2,806 2,828	16,685 367 1,457 3,233 3,409	3,20,884 3,162 19,837 27,815 31,893	40,643 444 2,387 7 5,788	5,39,403 5,909 33,589 148 68,387	XVIII
5,925 36 553 2 873 12,193 ...	17,813 117 2,617 10 4,728 68,035 ...	1,837 25 38,895 708 23,901 4,528 ...	1,311 8 22,488 376 8,039 3,291 ...	3,725 19 26,077 18,631 26,625 13,001 ...	15,350 97 86,069 78,561 1,20,186 53,985 ...	800 35 7,046 643 25,733 22,592 55,650 18,933	11,558 586 1,17,869 4,167 2,50,731 1,76,445 96,662 1,29,894	17,952 2,594 34,985 19,807 25,894 99,301 ...	1,36,967 30,580 3,40,440 1,86,660 2,45,984 11,05,628 ...	XIX
1,518	4,581	438	246	2,747	10,970	...	...	47,129	4,03,327	
10	281	6,643	6,396	1,303	28,519	74	850	446	21,191	XX
705	11,834	6,330	4,892	3,453	19,312	2,499	40,168	4,124	83,839	XXI
9,817 2,176 ...	23,355 8,460 ...	50 782 ...	46 904 ...	1,643 1,770 ...	16,117 10,346 ...	23,703 11,457 ...	4,43,118 1,62,757 ...	32,641 10,121 ...	5,28,720 1,66,957 ...	XXII
5,474	20,231	1,414	1,515	2,112	15,307	12,327	1,84,084	11,955	1,63,041	
82 77	227 271	...	...	104 ...	330 ...	...	441	55 78	668 424	XXIII
2,118 8	9,149 23	7,015	213	356 214	1,334 1,023	2,567 ...	20,634 ...	13,345 1,417	96,357 12,907	
5,731	18,546	...	...	4,059	14,840	87,174	3,39,956	11,846	1,61,555	XXIV
56,851	1,27,448	42	27	63,701	3,07,707	104,858	7,18,788	161,942	14,31,658	XXV
56 16	403 98	2,921	1,480	1,305 171	5,172 659	5,539 6,426	29,797 59,164	409 2,949	4,836 29,649	
798,194	25,70,386	713,488	3,84,345	836,231	38,52,498	1,735,560	1,23,11,383	2,074,269	2,05,12,931	

**Appendix 16.**  
Principal Commodities—Details.

APPEN

## Principal commodities carried on each railway (by systems)

(Referred to in paragraph

Pro- gressive No.	GAUGE.	5' 6"							
	CLASSIFICATION No.	1		2		3		4	
	Railways.	East Indian.		Eastern Bengal.		Bengal Central.		Bengal Nagpur.	
	Description of commodity—congd.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward	7,629,754	3,87,03,895	1,625,393	76,65,142	164,212	4,41,443	1,544,522	78,68,087
XXVI	SILK—								
	1. Raw—								
	(a). Foreign	3	206	139	1,382	...	...	...	...
	(b). Indian	936	14,443			...	...	556	10,598
	2. PIECE-GOODS—								
	(a). Foreign	...	6	...	...	...	...	...	...
	(b). Indian	107	4,440			...	...	...	...
XXVII	SPICES—								
	1. Betel-nuts	9,198	2,13,900	10,368	94,390	5,513	19,445	1,511	13,510
	2. Cardamoms	406	12,012	465	9,892	...	...	...	...
	3. Chillies	9,869	1,16,550	2,682	15,892	635	2,028	2,145	31,383
	4. Ginger	808	12,454	1,088	16,643	...	3	...	...
	5. Pepper	844	21,488	409	7,183	1	4	...	...
	6. Others	2,052	29,890	2,839	16,043	352	924	1,556	12,985
XXVIII	STONE AND LIME	194,950	8,66,727	28,112	44,119	1,744	2,550	14,884	1,03,475
XXIX	SUGAR—								
	1. Refined or crystalized, including sugar-candy.	19,514	1,06,503	7,394	48,933	347	1,469	4,420	30,583
	2. Unrefined—								
	(a). Sugar	51,030	3,20,479	12,512	53,637	2,435	5,550	...	...
	(b). Gm, rab, jaggree, molasses and other saccharine produce.	107,288	5,23,937	13,907	78,620	537	1,792	6,551	75,806
XXX	TEA—								
	1. Foreign	1	30	36,646	8,16,932	...	...	...	...
	2. Indian	1,463	25,729			...	...	228	2,190
XXXI	TOBACCO—								
	1. Unmanufactured	27,336	3,08,366	25,226	2,49,834	1,337	6,060	3,108	40,027
	2. Manufactured								
	(a). Cigar	157	5,876	210	3,206	...	...	...	...
	(b). Other sorts	2,039	30,738			17	149	346	5,588
XXXII	WOOD—								
	1. Timber, unwrought	51,336	2,22,689	8,399	40,462	1,044	3,788	20,040	87,296
	2. Manufactures	5,646	56,268	2,517	20,712	219	998	2,403	16,018
XXXIII	WOOL—								
	1. Raw	1,702	24,189	948	13,991	1	2	...	...
	2. Manufactured								
	(a). Carpets and rugs	1,184	20,270	86	1,068	2	10	...	...
	(b). Piece-goods, European	636	6,253			...	...	...	...
	(c). Piece-goods, Indian	709	27,001			...	...	...	...
	(d). Other sorts of manufactures.	883	20,896			...	...	...	...
XXXIV	ALL OTHER ARTICLES OF MERCHANDISE—								
	1. Bones	20,955	1,18,580	89,901	5,47,133	4,172	17,766	...	...
	2. Firewood	16,520	34,070					7,719	14,504
	3. Indigo seed	8,909	85,585					...	...
	4. Paints and colors	2,842	37,211					...	...
	5. Seeds other than oil-seeds	31,722	2,96,374					...	...
	6. Manures	...	...					...	...
	7. Lucifer matches	...	...					...	...
	8. Others	335,047	35,19,854					43,594	2,75,542
	TOTAL	8,526,896	4,57,86,964	1,869,241	97,45,304	182,588	5,03,981	1,653,583	85,87,592

## DIX 16—continued.

Appendix 16.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1900.

26 of Report).

5' 6"										Progressive No.
5		6		7		8		9		
East Coast.		Calcutta Port Commissioners.		Oudh and Rohilkhand.		North Western.		G. I. P. SYSTEM. Great Indian Peninsula, (a) to (c).		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
798,194	25,70,336	713,488	3,84,345	8,36,231	38,52,498	1,735,560	1,23,11,383	2,074,259	2,05,12,931	
...	...	...	...	...	...	...	...	...	...	XXVI
2	17	51	74	1	12	261 92	3,941 2,062	117 32	1,860 1,397	
11	1 209	...	...	3	38	98 65	3,517 1,441	45 5	1,464 170	XXVII
1,093 1 7,072 83 20 2,040 33,483	3,581 35 23,878 302 124 7,475 25,302	3,721 335 490 179 261 1,276 5,855	3,901 350 570 165 309 1,102 2,461	1,586 58 1,469 271 144 885 40,968	26,076 696 13,620 2,560 1,403 5,301 59,646	614 265 6,263 879 694 4,145 425,517	5,766 4,335 69,664 8,806 22,931 45,031 4,29,084	6,901 53 7,670 236 486 5,879 18,904	1,54,547 1,796 82,743 6,060 13,953 90,185 1,09,843	XXVIII
4,386	16,789	23,691	15,917	5,573	26,044	50,789	9,78,393	39,887	5,72,783	XXIX
23,865	48,842	1,736	1,826	37,121 62,043	1,65,614 2,14,738	8,260 112,911	60,910 8,21,079	2,082 40,358	24,215 3,29,553	XXX
27	712	57,373	5,776	793	7,229	573 2,713	14,766 45,020	111 705	2,478 15,431	XXXI
5,329 50 2	12,972 765 33	1,606 ... ...	1,399 ... ...	4,197 59 446	21,940 703 2,918	15,740 194 1,290	1,70,526 7,083 34,537	6,036 779 212	84,063 30,714 4,943	XXXII
5,393 432	18,502 7,832	5,289	4,705	48,448 3,839	1,12,643 22,449	89,525 5,692	2,85,240 44,252	101,142 943	3,13,121 13,217	XXXIII
15 141 8 71 ...	180 2,184 158 455 ...	1,860 ... 16 ... ...	2,071 ... 17 ... ...	273 5 2 286 1	1,514 44 16 3,268 8	13,956 268 534 1,653 328	3,53,601 5,517 12,650 30,182 5,214	1,124 50 164 1,244 256	30,356 2,042 4,659 26,326 3,396	XXXIV
40,765	1,49,612	18,040	17,130	109,194	5,07,839	92,936 ... ... 44,005 1,220 133,916	147,119 ... ... 3,92,673 66,991 15,03,652	157,549	14,48,678	
922,483	28,90,386	835,267	4,42,118	1,153,896	50,78,817	2,750,956	1,78,87,416	2,467,241	2,38,82,930	

# Appendix 16. Principal Commodities—Details.

APPIEN

Principal commodities carried on each railway (by systems)

(Referred to in paragraph

Pro- gressive No.	GAUGE.	5' 6"—concluded.							
	CLASSIFICATION NO.	9		10				11	
	Railways.	G. I. P. SYSTEM.		B. B. & C. I. SYSTEM.				Nizam's Guaranteed State.	
	Description of commodity.	Indian Midland. (f. to (j)).		Bombay, Baroda and Central India (a) to (d) & (j) & (k).		Rajputana- Malwa. (e) to (i).		Nizam's Guaranteed State.	
		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
I	Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes . . . . .	280	8,008	208	4,546	403	10,391	85	1,861
II	Coal and coke carried for the public and foreign railways . . . . .	5,903	25,314	96,631	4,21,143	16,738	76,478	2,420,482	14,71,869
III	COTTON—								
	1. Raw . . . . .	26,789	2,97,871	59,854	6,72,451	45,480	7,22,879	4,370	39,463
	2. Manufactured—								
	(a) Twist and yarn, European . . . . .	281	5,851	207	3,528	267	3,742	2,493	131,446
	(b) Twist and yarn, Indian . . . . .	1,840	31,569	7,848	1,04,114	8,886	2,21,615	1,932	26,744
	(c) Piece goods, European . . . . .	5,954	1,41,912	5,768	1,29,481	8,059	2,28,565	2,003	30,129
	(d) Piece goods, Indian . . . . .	4,624	72,500	16,099	2,76,195	15,277	3,83,612	1,300	17,702
	(e) Others . . . . .	47	1,461	13	246	120	1,914	67	987
IV	CHEMICALS, EXCEPTING SALTPETRE.	47	1,191	2	51	8	160	67	1,229
V	DRUGS—								
	1. Intoxicating other than opium . . . . .	44	1,304	41	1,157	162	2,134	16	242
	2. Non-intoxicating—								
	(a) Medical preparations . . . . .	22	466	10	204	8	318	64	1,220
	(b) Others . . . . .	915	13,240	2,311	42,452	1,566	29,158	753	7,965
VI	DYES AND TANS—								
	1. Al (Morinda Citrifolia) . . . . .	120	888	...	...	58	298	...	...
	2. Alizine and aniline dyes . . . . .	342	9,948	304	6,657	127	2,670	98	1,466
	3. Cutch . . . . .	355	4,267	98	630	95	992	94	852
	4. Indigo . . . . .	92	1,873	42	648	398	6,575	137	2,164
	5. Myrabolans . . . . .	382	3,875	240	2,259	235	2,075	594	4,179
	6. Tanning barks . . . . .	1,860	6,044	8	23	1,211	15,352	6,604	44,389
	7. Turmeric . . . . .	560	8,690	1,628	29,971	1,725	29,817	689	10,603
	8. Others . . . . .	1,324	11,734	4,559	70,247	3,744	81,729	218	3,032
VII	FODDER—								
	1. Oil-cake . . . . .	59	360	3,945	23,036	4,301	12,120	538	3,582
	2. Hay, straw and grass . . . . .	30,891	2,02,368	251,354	943,054	97,786	3,87,216	8,426	38,328
VIII	FRUITS AND VEGETABLES FRESH.	455	3,963	12,754	65,558	22,825	1,63,401	3,151	30,027
IX	GRAINS AND PULSE—								
	1. Grams and pulse . . . . .	118,327	11,19,462	79,920	4,15,904	179,076	14,04,344	15,730	86,725
	2. Jawar and Bajra . . . . .	57,849	5,53,366	119,927	5,52,990	150,287	12,96,981	83,582	5,30,610
	3. Rice in the husk . . . . .	1,424	12,571	3,986	15,537	3,547	20,329	2,716	16,106
	4. Rice not in the husk . . . . .	22,699	1,43,605	379,832	29,61,760	121,580	5,85,212	108,299	8,68,070
	5. Wheat . . . . .	149,964	14,42,185	75,649	2,77,982	455,183	47,32,953	12,530	63,759
	6. Wheat flour . . . . .	908	8,950	3,273	30,643	7,238	47,068	1,743	9,884
	7. Others . . . . .	83,744	7,71,737	75,342	5,75,047	374,221	33,85,089	22,043	1,70,691
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	a.—Dressed or tanned . . . . .	1	8	707	9,003	82	1,194	127	1,296
	b.—Raw . . . . .	10,185	1,94,091	22,199	2,10,623	24,602	3,84,727	4,134	30,939
	2. Skins of sheep, etc.—								
	a.—Dressed or tanned . . . . .	...	...	1	5	2	9	127	948
	b.—Raw . . . . .	4,682	53,068	2,993	40,845	5,965	57,206	3,370	28,061
XI	Horns . . . . .	224	2,992	777	13,125	615	5,495	523	4,337
XII	Hemp (Indian) and other fibres, excluding jute. . . . .	1,586	15,688	314	3,760	1,275	11,787	114	1,216
XIII	JUTE—								
	1. Raw . . . . .	88	1,075	627	6,214	2,573	26,824	24	362
	2. Gunny bags and cloth . . . . .	4,763	48,527	7,990	43,023	16,995	1,69,973	3,325	31,404
XIV	Lac . . . . .	334	3,549	82	492	287	2,806	22	330
XV	LEATHER—								
	1. Unwrought . . . . .	380	2,966	160	2,758	225	2,483	1,426	19,273
	2. Wrought, excepting boots and shoes. . . . .	294	6,126	694	11,509	558	10,092	320	4,240
	Carried over . . . . .	540,638	52,16,663	1,237,797	79,63,871	1,573,790	1,45,29,283	714,426	36,37,730



## DIX 16—continued.

Appendix 16.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1900.

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12		13		14		15		Pro- gressive No.
Madras.		Bengal Doons.		Dibru-Sadiya.		Assam-Bengal.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
200	4,333	22	93	...	...	188	2,336	I
366,863	7,55,354	6,294	13,072	205,348	3,59,507	11,662	23,505	II
16,923	2,08,134	19	112	252	3,211	1,604	12,087	III
3,517	41,160	...	...	...	...	599	2,325	
8,430	82,688	51	83	...	...	55	242	
1,923	35,530	166	592	...	...	2,029	12,214	
8,610	1,05,600	47	260	...	...	157	1,597	
74	558	...	...	...	...	17	153	
48	1,019	16	110	...	...	72	665	IV
7	180	...	...	...	...	5	66	V
462	6,398	...	...	29	556	68	940	
1,834	18,132	13	84	...	...	112	748	
3	67	...	...	...	...	...	1	VI
212	2,441	...	...	...	...	3	8	
9	53	...	...	...	...	63	220	
643	10,508	...	...	...	...	...	...	
3,386	21,248	...	...	...	...	5	15	
29,631	1,90,391	...	...	...	...	...	1	
4,458	43,517	...	...	...	...	30	151	
1,505	14,260	6	41	...	...	10	85	
5,146	22,205	...	...	...	...	185	521	VII
2,072	8,368	116	469	...	...	327	510	
9,445	73,573	23	141	...	...	766	3,845	VIII
34,849	2,03,203	1,664	5,020	1,430	11,396	2,277	10,197	IX
28,724	1,27,653	...	...	...	...	...	...	
33,377	1,98,250	460	1,392	...	...	295	664	
65,635	3,57,496	2,996	9,535	15,390	1,10,544	43,467	93,910	
1,440	6,280	...	...	...	...	346	2,156	
2,618	26,894	27	134	...	...	954	4,786	
36,370	1,80,918	21	32	672	4,235	220	1,127	
3,856	34,635	...	...	...	...	1	2	X
10,477	1,22,840	105	372	...	...	337	2,250	
5,891	56,422	...	...	...	...	...	...	
26,751	2,62,612	1	5	...	...	23	219	
499	3,432	...	...	...	...	10	59	XI
1,129	5,344	...	...	...	...	86	399	XII
33	301	4,356	9,206	...	...	13,287	34,303	XIII
6,466	52,934	39	213	...	...	884	3,937	
130	1,294	...	...	...	...	312	1,337	XIV
49	318	...	...	...	...	...	...	XV
483	11,096	...	...	...	...	3	49	
724,180	32,97,659	16,442	40,966	223,121	4,89,449	80,459	2,17,630	

**Appendix 16.**  
Principal Commodities—Details.

APPEN

*Principal commodities carried on each railway (by systems)*  
(Referred to in paragraph

Pro- gressive No.	GAUGE.		5' 6" — <i>excluded</i>							
	CLASSIFICATION No.		9		10				11	
	Railways.		Indian Midland. (f) to (i).		B., B. & C. I. (a) to (d) and (j) and (k).				N. G. S. Sytm.	
	Description of commodity— <i>contd.</i>		Quantity.		Quantity.		Quantity.		Quantity.	
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward . . .		540,638	52,16,663	1,237,797	79,68,871	1,573,790	1,45,29,283	714,426	36,37,730
XVI	LIQUORS—									
	1. Ale and beer . . . . .		1,142	10,645	1,282	18,628	2,989	21,728	1,383	10,777
	2. Spirits of all kinds, including country spirits. . . . .		179	2,871	1,639	10,921	281	7,594	270	4,024
	3. Wine . . . . .		350	11,317	1,056	17,087	563	9,933	62	1,022
	4. All other sorts, including toddy and fermented liquor other than ale and beer. . . . .		9	101	62	293	1	33	1,009	5,643
XVII	METALS—									
	1. Brass, unwrought . . . . .		329	5,792	518	4,167	753	7,689	173	1,284
	2. Brass, wrought . . . . .		719	10,426	2,577	30,359	3,141	43,133	353	2,856
	3. Copper, unwrought . . . . .		851	1,238	269	2,906	75	1,061	47	380
	4. Copper, wrought . . . . .		117	2,332	854	11,274	524	8,596	102	970
	5. Iron and steel—									
	(a) Cast . . . . .		1,941	15,010	225	3,274	139	1,956	375	3,519
	(b) Unwrought . . . . .		3,051	18,838	378	4,128	866	6,026	1,471	12,179
	(c) Wrought . . . . .		4,578	48,076	15,831	1,54,410	14,720	1,72,748	2,885	20,768
	(d) Manufactures . . . . .		2,584	28,824	5,350	65,411	2,612	36,682	997	10,830
	6. Zinc and spelter . . . . .		...	...	...	...	...	...	...	...
	7. Others . . . . .		1,430	18,705	3,176	36,470	5,559	85,585	560	6,338
XVIII	OILS—									
	1. Kerosine . . . . .		3,920	32,404	13,720	1,46,923	8,053	73,531	5,722	41,856
	2. Castor . . . . .		251	3,680	474	3,260	965	6,131	247	2,177
	3. Coconut . . . . .		87	1,492	676	9,317	425	8,675	212	2,529
	4. Mustard and rape . . . . .		2	16	349	1,741	1,361	9,285	2	12
	5. Others . . . . .		655	9,719	2,786	27,554	1,850	17,676	802	7,057
XIX	OIL-SEEDS—									
	1. Castor . . . . .		1,812	12,641	10,284	97,152	16,502	35,348	14,127	83,266
	2. Earthnuts . . . . .		134	1,134	175	2,497	63	1,146	76	580
	3. Linseed . . . . .		20,231	1,60,611	1,401	9,153	1,401	16,535	1,472	8,293
	4. Poppy . . . . .		12,734	99,829	4,484	29,047	6,971	70,173	130	700
	5. Rape and mustard . . . . .		17,053	1,29,916	12,170	98,708	23,147	1,37,774	145	1,197
	6. Til or jinjili . . . . .		22,810	1,78,547	21,039	94,603	28,048	2,40,268	7,370	39,030
	7. Cotton seed . . . . .		...	...	...	...	...	...	...	...
	8. Others . . . . .		1,617	11,224	2,576	14,929	2,171	12,402	1,299	6,107
XX	OPIMUM . . . . .		389	5,266	2,810	85,017	4,241	70,928	17	604
XXI	PAPER AND PASTE-BOARD . . . . .		504	10,278	1,359	22,226	1,276	16,803	717	8,306
XXII	PROVISIONS—									
	1. Dried fruits . . . . .		3,785	56,373	26,706	2,72,075	16,259	1,60,422	8,403	75,610
	2. Ghee . . . . .		11,867	1,32,470	9,222	82,835	16,571	2,29,036	1,701	20,419
	3. Potatoes . . . . .		...	...	...	...	...	...	...	...
	4. Others . . . . .		9,966	94,943	18,653	1,05,499	12,464	87,432	1,410	14,408
XXIII	RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.									
	1. Locomotives, engines and tenders and parts thereof. . . . .		7	95	271	1,506	286	1,737	67	226
	2. Carriages and trucks and tenders and parts thereof. . . . .		...	...	413	1,844	238	486	...	...
	3. Materials—									
	(a) Steel rails and fish plates . . . . .		128	505	12,088	56,673	5,750	20,506	517	4,082
	(b) Sleepers and keys of steel and castiron. . . . .		29	174	2,902	12,601	2,482	9,646	782	4,438
	(c) Sleepers of wood . . . . .		...	...	...	...	...	...	...	...
	(d) Others . . . . .		338	1,343	25,407	95,855	7,671	32,923	...	...
XXIV	SALT . . . . .		46,565	3,53,346	177,499	4,78,233	263,164	22,21,718	37,346	1,97,428
XXV	SALTPETRE AND OTHER SALINE SUBSTANCES—									
	1. Saltpetre . . . . .		290	3,295	1,614	13,971	9,466	63,313	178	1,292
	2. Other saline substances . . . . .		254	2,655	340	5,056	1,352	8,114	1,589	11,957
	Carried over . . . . .		712,646	66,92,874	1,620,435	1,00,98,37	2,038,190	1,84,84,058	808,442	42,40,90

DIX 16—continued.

Appendix 16.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1900.

26 of Report).

12		13		14		15		Pro- gressive No.
Madras.		Bengal Doonars.		Dibru-Sadiya.		Assam-Bengal.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
724,180	32,97,659	16,442	40,966	223,121	4,80,449	80,459	2,17,630	
2,947	29,706	9	67	...	...	93	800	XVI
3,061	28,274	...	...	...	...	42	632	
162	2,814	46	357	...	...	98	1,379	
1,774	8,102	...	...	174	1,621	4	57	
413	3,278	...	...	...	...	7	35	XVII
297	3,284	4	20	...	...	157	1,017	
65	651	...	...	...	...	2	11	
44	442	5	7	...	...	6	33	
410	5,655	71	551	3,761	34,201	29	213	
723	4,999	...	...	...	...	17	110	
11,469	91,433	1,158	7,612	...	...	1,429	8,782	
5,362	32,271	799	6,883	...	...	1,322	11,811	
...	...	...	...	...	...	...	...	
1,969	11,377	543	3,517	552	8,444	496	4,782	
14,879	1,47,620	309	1,831	...	...	4,334	14,255	XVIII
1,464	7,025	...	...	...	...	72	425	
1,647	18,937	...	...	...	...	31	171	
27	244	64	354	...	...	251	1,150	
4,321	31,238	30	194	3,994	11,102	123	838	
5,995	37,182	...	...	...	...	15	49	XIX
3,003	16,387	...	...	...	...	6	22	
76	372	...	...	...	...	215	588	
106	852	...	...	...	...	1	6	
372	2,935	189	305	...	...	758	2,917	
10,729	56,760	...	...	...	...	814	3,201	
...	...	...	...	...	...	...	...	
11,489	79,619	...	...	...	...	130	547	
...	...	...	...	...	...	7	140	XX
873	7,530	3	5	...	...	73	415	XXI
3,331	22,050	1	3	...	...	147	826	XXII
3,787	49,904	...	...	...	...	216	1,516	
...	...	...	...	...	...	...	...	
58,516	4,53,601	377	1,832	285	2,564	4,382	28,309	
85	715	...	...	...	...	...	...	XXIII
36	154	...	...	...	...	...	...	
1,015	6,962	3,156	1,765	...	...	...	...	
149	330	6,005	3,447	...	...	...	...	
...	...	...	...	...	...	...	...	
169	1,186	1,385	1,025	...	...	14	43	XXIV
61,851	3,98,246	1,782	3,836	339	2,969	2,180	5,228	
79	704	...	...	...	...	30	148	XXV
2	42	66	136	...	...	49	228	
936,877	48,60,540	32,444	74,713	232,226	5,50,350	98,009	3,08,314	

Appendix 16.  
Principal Commodities—Details.

APPEN

## Principal commodities carried on each railway (by systems)

(Referred to in para

Pro- gressive No.	GAUGES.	5' 6"					
	CLASSIFICATION No.	9		10			
	Railways.	Indian Midland. (f) to (i).		Bombay, Baroda and Central India. (a) to (d) & (j) & (k).		Rajputana-Malwa. (e) to (i).	
	Description of commodity— <i>concid.</i>	Quantity	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
XXVI	Brought forward . . . . . SILK—	712,646	66,92,874	1,620,435	1,07,98,374	2,038,190	1,84,84,058
	1. Raw—						
	(a). Foreign . . . . .	...	7	268	6,646	241	14,005
	(b). Indian . . . . .	2	50	77	1,910	18	263
	2. PIECE-GOODS—						
	(a). Foreign . . . . .	...	2	11	380	11	715
	(b). Indian . . . . .	15	620	103	3,212	72	4,523
XXVII	SPICES—						
	1. Betel-nuts . . . . .	1,087	13,213	1,245	21,942	881	14,269
	2. Cardamoms . . . . .	27	828	16	362	29	954
	3. Chillies . . . . .	2,737	67,201	2,151	15,941	4,874	1,09,330
	4. Ginger . . . . .	108	1,615	735	6,006	204	4,417
	5. Pepper . . . . .	236	6,428	350	8,274	277	9,637
	6. Others . . . . .	2,207	27,234	6,027	64,543	8,410	1,00,431
XXVIII	STONE AND LIMB . . . . .	45,643	65,508	30,912	79,290	26,908	85,444
XXIX	SUGAR—						
	1. Refined or crystalized, including sugar- candy.	11,666	1,36,288	31,390	3,78,847	22,876	2,23,016
	2. Unrefined—						
	(a). Sugar . . . . .	6,251	57,761	1,147	7,681	25,556	2,14,674
	(b). Gur, rab, jagree, molasses, and other saccharine produce.	26,163	3,18,682	25,667	2,22,804	78,911	8,58,692
XXX	TEA—						
	1. Foreign . . . . .	16	359	386	5,480	331	9,338
	2. Indian . . . . .	574	9,166	274	4,067	299	6,150
XXXI	TOBACCO—						
	1. Unmanufactured . . . . .	2,833	32,445	13,413	81,071	12,022	1,31,120
	2. Manufactured—						
	(a). Cigar . . . . .	119	3,122	135	1,838	127	4,880
	(b). Other sorts . . . . .	421	5,890	260	765	594	7,497
XXXII	WOOD—						
	1. Timber, unwrought . . . . .	17,745	42,305	18,143	1,02,250	20,019	68,283
	2. Manufactures . . . . .	1,857	15,031	3,312	26,238	3,230	17,481
XXXIII	WOOL—						
	1. Raw . . . . .	281	5,856	2,739	59,234	3,813	69,578
	2. Manufactured—						
	(a). Carpets and rugs . . . . .	13	278	154	3,836	201	7,780
	(b). Piece-goods, European . . . . .	14	367	39	885	91	3,235
	(c). Piece-goods, Indian . . . . .	217	4,332	447	10,145	784	22,495
	(d). Other sorts of manufactures . . . . .	73	1,560	5	67	20	268
XXXIV	ALL OTHER ARTICLES OF MERCHANDISE—						
	1. Bones . . . . .			...	...	...	...
	2. Firewood . . . . .			38,047	1,16,431	84,713	73,765
	3. Indigo seed . . . . .			...	...	...	...
	4. Paints and colors . . . . .			...	...	...	...
	5. Seeds other than oil-seeds . . . . .	36,312	2,55,986	...	...	...	...
	6. Manures . . . . .			...	...	...	...
	7. Lucifer matches . . . . .			...	...	...	...
	8. Others . . . . .			181,071	10,44,656	174,150	11,21,751
	TOTAL . . . . .	869,263	77,65,448	1,978,959	1,23,73,175	2,507,852	2,16,68,049

DIX 16—continued.

and the earnings therefrom during the Calendar year 1900.

graph 26 of Report).

Appendix 16.  
Principal Commodities—Details.

11				12				13				14				15				Pro- gressive No.
Nizam's guaranteed State.				Madras.				Bengal Doars.				D'brn-Sadiya.				Assam-Bengal.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.			
808,442	42,49,903	936,877	48,60,540	32,444	74,713	232,226	5,50,350	98,009	3,08,314											
2	61	5	103	...	...	...	...	...	...	...	...	...	...	9	76		XXVI			
...	6	156	3,166	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
...	1	1	39	...	...	...	...	...	...	...	...	...	...	6	48		XXVII			
4	93	17	160	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
992	9,811	8,768	1,01,002	117	257	...	...	1,597	10,355											
1	14	8	133	10	80	...	...	...	3											
2,966	27,181	6,476	72,271	...	...	...	...	487	2,691											
87	706	408	2,986	2	5	...	...	11	66											
46	515	1,070	15,145	15	39	...	...	51	283											
1,380	11,943	2,288	14,104	20	79	...	...	250	1,461											
7,999	31,850	47,605	1,03,506	510	2,091	2,495	11,081	1,995	4,261								XXVIII			
3,494	30,170	4,335	27,066	21	80	...	...	451	1,824								XXIX			
730	7,168	3,602	26,489	85	314	247	1,990	688	2,954											
3,365	30,609	22,361	1,33,101	254	1,641	...	...	3,631	16,399											
15	234	1	14	...	...	...	...	...	...								XXX			
51	845	483	9,217	14,790	1,33,841	8,175	72,548	10,782	90,779											
2,138	27,233	12,465	99,608	377	665	...	...	459	2,480								XXXI			
86	1,265	663	8,755	16	100	...	...	3	42											
50	784	1,037	15,137	...	...	...	...	108	764											
15,219	64,697	148,844	4,79,781	393	1,771	3,990	16,189	719	3,032								XXXII			
829	8,141	2,124	19,561	709	5,027	...	...	1,924	13,719											
202	1,773	1,469	16,466	...	...	...	...	1	7								XXXIII			
65	963	229	1,721	...	...	...	...	1	13											
11	161	205	5,357	...	...	...	...	4	27											
282	3,728	253	3,531	...	...	...	...	11	130											
...	...	354	5,690	...	...	...	...	61	597								XXXIV			
23,359	1,54,616	71,992	6,81,724	3,680	19,492	13,965	47,560	6,860	41,839											
871,815	46,64,471	1,274,096	67,06,373	53,443	2,40,195	261,098	6,99,718	128,118	5,02,164											

Appendix 16.  
Principal Commodities—Details.

APPEN

## Principal commodities carried on each railway (by systems)

(Referred to in para

Fig- ure No.	GAUGE.	3' 6"					
	CLASSIFICATION No.	17		18		19	
	Railways.	Bengal and North-Western.		Rohilkund and Kumaon.		Jodhpur-Bikaner.	
	Description of commodity.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
I	Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes .	520	4,618	354	3,001	168	267
II	Coal and coke carried for the public and foreign railways .	43,827	73,084	563	769	10,517	14,006
III	COTTON—						
	1. Raw . . . . .	756	6,761	50	271	87	671
	2. Manufactured—						
	(a) Twist and yarn, European . . . . .	242	1,712	29	126	2	15
	(b) Twist and yarn, Indian . . . . .	3,484	27,806	1,076	4,809	125	979
	(c) Piece goods European . . . . .	15,732	1,05,582	212	1,360	293	2,648
	(d) Piece goods, Indian . . . . .	3,962	27,834	2,057	11,621	1,073	6,693
	(e) Others . . . . .	8	61	62	447	1	7
IV	CHEMICALS, EXCEPTING SALT-PETRE . . . . .	4	35	17	233	...	...
V	DRUGS—						
	1. Intoxicating other than opium . . . . .	280	4,382	60	588	7	152
	2. Non intoxicating—						
	a. Medical preparations . . . . .	...	...	39	360	8	121
	b. Others . . . . .	3,231	18,603	705	4,515	42	402
VI	DYES AND TANS—						
	1. Al (Morinda Citrifolia) . . . . .	...	...	5	37	...	2
	2. Alizarine and aniline dyes . . . . .	43	386	3	20	7	53
	3. Cutch . . . . .	408	3,088	256	839	...	3
	4. Indigo . . . . .	2,816	23,396	9	61	8	45
	5. Myrabolams . . . . .	11	49	7	48	16	97
	6. Tanning barks . . . . .	431	1,117	358	1,011	80	315
	7. Turmeric . . . . .	2,481	17,453	414	1,827	106	943
	8. Others . . . . .	320	1,857	86	575	276	985
VII	FOOD—						
	1. Oil-cake . . . . .	5,929	19,488	306	975	28	198
	2. Hay, straw and grass . . . . .	2,051	8,963	736	1,384	7,360	30,189
VIII	FRUITS AND VEGETABLES, FRESH	5,710	14,521	9,477	45,347	381	2,284
IX	GRAIN AND PULSE—						
	1. Gram and pulse . . . . .	41,868	1,32,553	30,759	87,007	7,351	32,304
	2. Jawar and Bajra . . . . .	837	2,051	4,448	11,574	15,101	79,983
	3. Rice in the husk . . . . .	42,868	1,40,958	3,813	9,767	239	1,033
	4. Rice not in the husk . . . . .	171,315	7,13,393	6,647	14,500	4,311	17,824
	5. Wheat . . . . .	29,597	93,956	41,665	94,481	75,368	3,19,663
	6. Wheat flour . . . . .	3,774	12,618	887	4,258	1,195	7,145
	7. Others . . . . .	128,558	4,45,912	22,649	54,941	25,841	1,14,703
X	HIDES AND SKINS—						
	1. Hides of cattle—						
	a.—Dressed or tanned . . . . .	13	97	...	...	2	12
	b.—Raw . . . . .	4,851	27,912	450	2,122	816	7,923
	2. Skins of sheep, &c—						
	a.—Dressed or tanned . . . . .	18	97	...	...	...	7
	b.—Raw . . . . .	2,068	10,794	173	698	492	3,905
XI	Horns . . . . .	112	864	85	511	18	139
XII	Hemp (Indian) and other fibres, excluding jute . . . . .	53	457	2,744	12,810	1	4
XIII	JUTE—						
	1. Raw . . . . .	1,042	4,947	2	4	217	1,451
	2. Gunny bags and cloth . . . . .	13,777	70,305	2,623	9,787	1,861	13,095
XIV	Lac . . . . .	1,234	4,648	118	474	6	39
XV	LEATHER—						
	1. Unwrought . . . . .	7	33	8	52	2	16
	2. Wrought, excepting boots and shoes . . . . .	48	443	20	125	24	228
	Carried over . . . . .	334,286	20,22,834	133,972	3,83,335	153,430	6,60,549

## DIX 16—continued.

Appendix 16  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1900.

graph 26 of Report.)

1900								Progressive No.
20		21		22		24 (a) to (c)		
Udaipur-Chittor.		Bhavnagar-Gondal-Jasagad-Perbandar.		Southern Mahratta.		South Indian.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
2	13	213	1,950	171	2,520	121	2,624	I
125	368	2,719	7,982	2,410	12,040	13,774	20,239	II
288	1,889	4,261	28,675	51,747	2,08,449	18,204	1,30,774	III
...	3	76	317	2,516	25,635	3,107	33,492	
5	46	533	3,227	7,441	65,141	4,940	43,573	
21	181	586	4,423	3,030	37,954	6,545	92,952	
203	1,710	934	7,014	4,244	57,616	3,405	37,109	
...	...	12	109	333	4,092	93	1,350	
...	...	54	718	329	3,881	63	1,810	IV
...	...	27	309	74	1,733	37	325	V
...	...	59	525	79	1,134	616	4,567	
26	220	68	656	1,041	8,371	2,447	25,116	
...	...	12	74	69	455	25	267	VI
3	16	59	433	139	1,798	451	4,964	
16	29	7	43	204	1,449	153	1,041	
1	8	3	29	133	1,749	454	4,961	
...	...	77	344	6,649	25,099	947	5,177	
...	...	105	602	26,057	65,021	6,627	57,597	
42	323	151	798	4,680	30,577	2,372	19,782	
13	163	234	1,582	976	7,518	2,401	20,435	
6	20	502	1,765	5,572	21,784	24,653	92,615	VII
3441	15,888	19,379	91,727	12,524	32,780	305	1,956	
21	138	2,865	11,457	8,222	48,086	20,769	1,15,633	VIII
3,262	15,990	8,418	29,038	41,710	2,85,592	38,106	1,70,082	IX
317	1,255	71,540	2,54,303	121,208	9,98,962	11,868	47,813	
15	88	85	226	10,522	61,479	73,267	2,37,647	
1,799	7,082	58,519	2,53,732	101,455	7,19,430	63,866	2,08,134	
10,513	38,418	17,926	74,383	13,995	80,119	771	4,321	
20	104	239	1,341	1,275	11,462	926	5,359	
24,205	73,754	15,293	54,776	19,652	1,17,590	11,854	52,217	
...	...	57	334	98	601	891	9,237	X
233	3,087	1,927	17,699	1,203	9,233	1,844	14,406	
...	...	32	173	395	1,858	1,547	29,824	
269	2,027	157	1,302	7,694	53,926	5,667	40,706	
32	227	67	375	502	4,403	155	1,306	XI
...	...	3	7	3,329	25,522	1,434	21,485	XII
4	26	...	1	53	358	61	719	XIII
332	1,730	1,670	5,792	7,759	57,163	6,606	38,434	
1	8	14	67	26	159	302	1,414	XIV
4	21	105	785	532	6,121	8	112	XV
...	...	31	303	194	2,616	37	523	
43,219	1,64,772	209,019	8,59,406	470,322	31,04,76	331,959	16,02,168	

**Appendix 16.**  
Principal Commodities—Details.

APPEN

Principal commodities carried on each railway (by systems)

(Referred to in para

Pro- gressive No.	GAUGE.	S' N°.					
	CLASSIFICATION NO.	17		18		19	
	Railways.	Bengal and North-Western.		Rohilkund and Kumaon.		Jodhpur-Bikaner.	
	Description of commodity— <i>solid</i> .	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward	534,286	20,22,834	133,972	383,335	153,430	6,60,549
XVI	<b>LIQUORS—</b>						
	1. Ale and beer	110	617	908	4,527	...	8
	2. Spirits of all kinds, including country spirits.	8	56	34	280	...	10
	3. Wine	273	2,398	150	1,440	8	120
	4. All other sorts, including toddy and fermented liquor other than ale and beer.	...	...	17	82	..	...
XVII	<b>METALS—</b>						
	1. Brass, unwrought	177	1,059	47	182	2	19
	2. Brass, wrought	1,403	8,283	367	2,020	24	212
	3. Copper, unwrought	5	29	18	85	9	32
	4. Copper, wrought	198	1,645	18	84	139	850
	5. Iron and steel—						
	a. Cast	741	2,644	207	852	5	17
	b. Unwrought	52	233	37	169	418	2,846
	c. Wrought	5,754	24,227	1,595	8,523	746	3,828
	d. Manufactures	1,930	12,046	318	1,598	15	126
	6. Zinc and spelter	...	...	...	...	...	...
	7. Others	1,812	10,917	172	702	213	1,280
XVIII	<b>OILS—</b>						
	1. Kerosine	11,987	41,337	1,549	4,960	292	1,885
	2. Castor	233	1,313	25	90	70	470
	3. Coconut	286	1,467	13	30	...	1
	4. Mustard and rape	208	757	57	332	5	34
	5. Others	200	1,711	58	306	111	767
XIX	<b>OIL SEEDS—</b>						
	1. Castor	4,633	9,925	2,327	6,415	16	82
	2. Earthnuts	...	...	...	...	...	...
	3. Linseed	79,494	2,42,424	5,969	13,742	1	10
	4. Poppy	4,239	21,331	2,081	3,638	9	47
	5. Rape and mustard	20,812	87,509	8,486	22,593	36	175
	6. Til or jinjili	369	1,484	1,293	3,221	2,196	10,874
	7. Cotton seeds	...	...	...	...	...	...
	8. Others	37,031	1,32,842	282	809	18	128
XX	<b>OPIMUM</b>	4,292	76,680	230	2,537	21	281
XXI	<b>PAPER AND PASTE-BOARD</b>	310	1,910	55	331	81	601
XXII	<b>PROVISIONS—</b>						
	1. Dried fruits	1,110	10,955	383	2,665	868	5,736
	2. Ghee	3,567	25,455	381	2,069	3,119	22,003
	3. Potatoes	...	...	...	...	...	...
	4. Others	6,841	28,051	559	2,981	550	3,086
XXIII	<b>RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.</b>						
	1. Locomotives, engines and tenders and parts thereof.	...	...	...	...	...	...
	2. Carriages & trucks and parts thereof.	...	...	...	...	...	...
	3. Materials—						
	a. Steel rails and fish-plates	...	...	1	10	623	2,357
	b. Sleepers & keys of steel and cast-iron.	2,735	6,980	14	73	323	1,011
	c. Sleepers of wood	...	...	4,596	17,693	...	...
	d. Others	...	...	89	385	24,356	23,807
XXIV	<b>SALT</b>	81,384	2,20,622	11,925	31,951	36,535	2,17,686
XXV	<b>SALTPETRE AND OTHER SALINE SUBSTANCES—</b>						
	1. Saltpetre	10,046	33,550	100	371	36	201
	2. Other saline substances	244	835	111	330	245	1,434
	Carried over	816,770	30,34,126	178,444	521,329	224,520	9,62,573



## DIX 16—continued.

Appendix 16.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1900.

(graph 26 of Report.)

3' 31".									Progressive No
20		21		22		24 (a) to (c)			
Udaipur-Chitor.		Bhavnagar-Gondal-Junagad- Porbandar.		Southern Mahratta.		South Indian.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
45,219	1,64,772	209,019	8,59,406	470,322	31,04,476	331,059	16,02,168		
...	6	14	95	1,466	12,319	225	2,477	XVI	
8	93	115	1,102	1,935	17,411	2,373	18,052		
1	11	26	264	84	1,426	243	3,631		
...	...	2	16	3,527	13,401	382	4,504		
70	385	302	2,048	51	394	643	4,946	XVII	
86	452	100	661	702	7,040	658	7,504		
4	35	348	1,773	26	227	85	681		
7	31	63	540	375	4,068	49	664		
...	...	146	901	828	5,496	753	18,122	XVIII	
5	22	190	779	1,547	9,824	1,870	10,256		
110	751	880	5,533	5,053	33,459	5,359	44,840		
8	68	260	1,501	2,952	25,041	3,550	52,101		
...	...	...	...	...	...	...	...		
65	391	403	2,387	869	8,370	924	10,033		
181	941	3,595	16,280	20,984	1,24,846	13,324	1,15,157	XIX	
1	9	54	213	767	5,688	1,967	12,847		
5	23	144	734	1,763	9,367	1,048	6,110		
3	29	136	293	...	3	125	920		
37	251	656	3,754	4,685	25,485	8,038	37,025		
1	4	210	1,102	6,906	39,561	4,418	18,606	XX	
2	17	48	325	784	5,055	17,435	29,570		
1	7	2	8	777	3,247	15	101		
10	20	4	28	1,226	6,371	38	333		
14	77	24	90	548	3,436	287	3,859		
179	696	5,491	21,386	9,301	51,478	12,781	68,851		
...	...	...	...	...	...	...	...		
...	1	8,802	29,006	10,555	62,249	1,049	5,252		
152	1,194	14	241	4	90	...	...	XX	
49	397	163	1,216	595	6,934	1,158	22,188	XXI	
674	4,693	4,247	18,295	29,188	1,84,856	1,124	6,005	XXII	
546	3,111	2,428	11,886	5,098	44,037	958	8,288		
...	...	...	...	...	...	...	...		
342	3,159	6,323	33,370	13,237	76,141	18,149	1,07,866	XXIII	
...	...	48	241	59	488	48	355		
...	...	33	103	55	781	...	1		
21	33	102	316	33	143	71	369		
...	...	34	84	30	79	6	29		
...	...	...	...	...	...	...	...		
12	15	49	—39	528	1,940	605	4,049	XXIV	
1,995	9,131	7,621	12,923	47,660	3,12,403	67,838	2,55,407	XXV	
14	69	61	345	221	987	425	2,687		
6	27	39	205	219	1,420	3	21		
49,828	1,90,921	252,286	10,29,411	644,940	42,10,037	500,483	24,78,665		

Appendix 16.  
Principal Commodities—Details.

APPEN

Principal commodities carried on each railway (by systems)  
(Referred to in

Pro- gressive No.	GAUGE.	3' 3"					
	CLASSIFICATION No.	17		18		19	
	Railways.	Bengal and North-Western.		Rohilkhand and Kumaon.		Jodhpur-Bikaner.	
	Description of commodity— <i>concl.</i>	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward . . . . .	816,770	30,34,126	178,444	5,21,329	224,520	9,62,573
XXVI	SILK—						
	1. Raw—						
	(a). Foreign . . . . .	...	...	...	...	...	...
	(b). Indian . . . . .	15	103	...	...	...	...
	2. PIECE-GOODS—						
	(a). Foreign . . . . .	...	...	...	...	...	...
	(b). Indian . . . . .	...	...	...	...	...	...
XXVII	SPICES—						
	1. Betel-nuts . . . . .	2,629	17,711	133	1,024	75	727
	2. Cardamoms . . . . .	37	706	21	72	...	...
	3. Chillies . . . . .	2,235	16,692	338	1,686	698	7,198
	4. Ginger . . . . .	197	1,554	70	330	16	137
	5. Pepper . . . . .	371	2,891	21	111	6	53
	6. Others . . . . .	2,686	18,287	524	2,172	635	4,608
XXVIII	STONE AND LIME—	7,815	16,611	6,460	9,427	35,005	48,165
XXIX	SUGAR—						
	1. Refined or crystalized, includ- ing sugar-candy.	10,984	45,858	543	2,333	1,090	7,146
	2. Unrefined—						
	(a). Sugar . . . . .	4,650	28,977	4,365	11,060	2,788	19,125
	(b). <i>Gur, rab, jaggree, molasses and</i> <i>other saccharine produce.</i>	27,783	1,24,107	18,008	60,644	6,080	44,148
XXX	TEA—						
	1. Foreign . . . . .	...	...	4	7	...	...
	2. Indian . . . . .	83	506	405	3,168	2	21
XXXI	TOBACCO—						
	1. Unmanufactured . . . . .	21,242	1,54,014	1,344	6,789	793	5,728
	2. Manufactured—						
	(a). Cigar . . . . .	19	161	16	130	...	1
	(b). Other sorts . . . . .	359	2,676	128	664	78	714
XXXII	WOOD—						
	1. Timber, unwrought . . . . .	19,275	39,333	20,788	72,337	1,550	8,324
	2. Manufactures . . . . .	1,697	8,937	714	3,062	543	3,421
XXXIII	WOOL—						
	1. Raw . . . . .	161	1,410	252	1,694	735	7,092
	2. Manufactured—						
	(a). Carpets and rugs . . . . .	13	102	27	153	7	90
	(b). Piece-goods, European . . . . .	2	45	...	...	2	29
	(c). Piece-goods, Indian . . . . .	135	1,223	22	154	136	1,700
	(d). Other sorts of manufactures . . . . .	1	4	35	210	1	6
XXXIV	ALL OTHER ARTICLES OF MERCHANDISE—						
	1. Bones . . . . .	...	...	...	...	...	...
	2. Firewood . . . . .	22,911	39,038	61,028	53,326	1,884	3,530
	3. Indigo seed . . . . .	6,382	40,252	...	...	...	...
	4. Paints and colors . . . . .	...	...	...	...	...	...
	5. Seeds other than oil-seeds . . . . .	...	...	...	...	...	...
	6. Manures . . . . .	...	...	...	...	...	...
	7. Lucifer matches . . . . .	...	...	...	...	...	...
	8. Others . . . . .	40,014	88,666	23,065	57,837	17,185	43,645
	TOTAL . . . . .	988,466	36,83,990	316,755	8,09,719	293,829	11,68,181

DIX 16—continued.

Appendix 16.  
Principal Commodities—Details.and the earnings therefrom during the Calendar year 1900.  
(paragraph 26 of Report.)

31 <sup>st</sup> .								Pro- gressive No.
20		21		22		24 (a) to (c).		
Udaipur-Chitor.		Bhavnagar-Gondal-Junagad- Porbandar.		Southern-Mahratta.		South Indian.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
49,828	1,90,921	252,286	10,29,411	644,940	42,10,037	500,483	24,78,665	
...	...	3	17	111	1,931	1	30	XXVI
...	...	...	4	103	525	32	631	
...	...	...	...	5	65	...	...	
...	2	1	11	...	19	38	203	
7	51	635	3,345	10,787	76,361	11,360	61,766	XXVII
...	1	...	5	71	1,057	215	2,239	
88	657	438	2,836	12,473	94,231	6,186	62,529	
12	88	11	83	183	1,688	325	3,419	
4	30	7	78	455	3,366	516	5,297	
130	779	467	2,742	4,179	31,034	510	1,738	
406	753	53,062	38,558	17,806	39,907	77,855	1,03,838	XXVIII
233	1,354	5,721	28,296	4,507	26,415	16,150	59,605	XXIX
632	4,160	203	811	5,928	39,857	2,232	9,411	
1,370	8,011	5,177	19,097	30,965	1,73,062	49,535	2,87,273	
...	3	5	37	11	180	...	...	XXX
1	7	20	197	46	799	1,742	5,959	
266	1,354	1,009	4,843	9,012	59,802	3,778	17,619	XXXI
...	2	2	21	455	4,613	1,364	14,812	
5	49	174	1,517	237	3,281	2,547	8,400	
18	111	9,882	49,333	50,883	1,11,727	64,020	1,08,715	XXXII
23	137	889	5,748	5,840	36,989	4,837	31,490	
37	230	329	2,698	185	2,552	95	1,167	XXXIII
...	2	...	...	2	17	19	239	
...	...	...	2	2	45	1	36	
5	44	14	93	312	3,182	376	8,404	
...	...	...	4	613	5,470	171	791	
...	...	...	...	...	...	...	...	XXXIV
9	37	10,713	65,377	44,925	238,429	87,192	5,10,126	
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	
1,018	7,107	...	...	...	...	...	...	
54,092	2,15,890	341,048	12,55,164	845,036	51,66,641	831,589	37,84,402	

**Appendix 16.**  
Principal Commodities—Details.

APPEN

*Principal commodities carried on each railway (by systems)*  
(Referred to in

Pro- gressive No.	GAUGE.	3' 3 1/2".		2' 6"				2' 0"	
	CLASSIFICATION No.	25		26		27		32	
	Railways.	Burma.		Morvi.		Barel.		Darjeeling-Himalayan.	
	Description of commodity.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
I	Apparel including drapery, haberdashery, millinery, uniforms accoutrements boots and shoes.	475	9,847	13	107	...	...	171	4,322
II	Coal and coke carried for the public and foreign railways.	103	542	685	2,358	...	...	1,699	17,617
III	COTTON—								
	1. Raw . . . . .	1,712	14,673	523	3,776	6,649	15,979	1	24
	2. Manufactured—								
	(a) Twist and yarn, European.	3,554	55,192	...	...	51	176	1	12
	(b) Twist and yarn, Indian	440	7,689	39	231	83	259	146	3,677
	(c) Piece-goods, European	4,886	84,364	1	5	214	755	492	11,688
	(d) Piece-goods, Indian .	325	5,020	223	1,459	77	283	73	2,003
	(e) Others . . . . .	1	21	7	22	1	5	3	70
IV	CHEMICALS, EXCEPTING SALT-PETRE.	104	2,549	18	137	2	10	...	...
V	DRUGS—								
	1. Intoxicating other than opium.	...	...	46	163	2	11	...	...
	2. Non-intoxicating—								
	(a) Medical preparations .	57	1,275	12	133	3	13	45	895
	(b) Others . . . . .	159	2,202	63	512	37	107	84	1,881
VI	DYES AND TANS—								
	1. Al (Morinda Citrifolia) .	...	...	17	47	...	...	...	...
	2. Alizarine and aniline dyes .	...	...	4	13	9	24	...	...
	3. Cutch . . . . .	2,724	23,712	...	7	18	52	2	47
	4. Indigo . . . . .	...	1	...	1	26	63	...	6
	5. Myrabolams. . . . .	132	1,488	2	7	15	36	...	...
	6. Tanning barks . . . . .	207	1,533	...	3	...	...	1	24
	7. Turmeric . . . . .	1,333	9,701	9	53	227	613	7	135
	8. Others . . . . .	150	1,738	23	152	43	126	62	1,518
VII	FODDER—								
	1. Oil-cake . . . . .	961	3,784	3	12	23	53	9	88
	2. Hay, straw and grass . .	206	345	8,948	35,704	216	360	25	451
VIII	FRUITS AND VEGETABLES, FRESH .	13,992	1,04,774	263	1,037	33	92	1,203	16,213
IX	GRAIN AND PULSE—								
	1. Gram and pulse . . . . .	18,614	1,34,028	4,829	12,427	3,169	8,072	579	7,473
	2. Jawar and Bajra . . . . .	3,742	31,132	10,050	29,711	11,238	25,837	...	...
	3. Rice in the husk . . . . .	447,027	22,84,532	3	14	58	159	22	178
	4. Rice not in the husk . . .	54,153	2,62,114	4,807	12,071	3,267	7,224	11,393	1,33,190
	5. Wheat . . . . .	1,062	5,513	5,028	16,216	652	1,819	...	4
	6. Wheat flour . . . . .	3,264	31,172	46	198	4	13	877	17,722
	7. Others . . . . .	5,571	44,351	374	1,080	952	2,324	133	1,945
	Carried over . . . . .	564,954	31,23,292	36,036	1,17,666	27,069	64,465	17,028	2,21,183

## DIX 16—continued.

Appendix 16.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1900.  
paragraph 26 of Report).

Pro- gramme No.	GAUGE.	s' 31"		s' 6"				s' 6"	
	CLASSIFICATION No.	25		26		27		32	
	Railways.	Burma.		Morvi.		Barel.		Darjeeling-Himalayan.	
	Description of commodity—contd.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward	564,954	31,23,292	36,036	1,17,666	27,069	64,465	17,028	2,21,183
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	(a)—Dressed or tanned	51	576	...	2	190	560	...	4
	(b)—Raw	1,328	13,902	617	3,396	...	...	208	2,757
	2. Skins of sheep, etc.—								
	(a)—Dressed or tanned	4	39	...	...	...	...	1	15
	(b)—Raw	14	196	152	835	134	332	3	56
IX	Horns	24	362	262	801	28	67	7	132
XII	Hemp (Indian) and other fibres, excluding jute.	1	7	34	144	29	95	...	5
XIII	JUTE—								
	1. Raw	3	29	...	...	2	4	1	16
	2. Gunny bags and cloth	8,307	48,972	166	600	830	1,863	179	2,393
XIV	Lac	328	4,317	2	14	1	3	...	3
XV	LEATHER—								
	1. Unwrought	42	638	4	39	16	58	...	1
	2. Wrought excepting boots and shoes.	149	1,880	21	163	10	37	8	210
XVI	LIQUORS—								
	1. Ale and beer	1,731	15,761	1	7	1	3	457	2,515
	2. Spirits of all kinds, including country spirits.	416	10,369	...	...	6	20	1	36
	3. Wine	40	1,333	3	27	4	14	153	4,557
	4. All other sorts, including toddy and fermented liquor other than ale and beer.	...	7	8	79	4	16	1	22
XVII	METALS—								
	1. Brass, unwrought	10	140	4	22	301	701	...	...
	2. Brass, wrought	238	3,415	100	622	4	11	48	1,152
	3. Copper, unwrought	8	88	...	1	34	78	...	...
	4. Copper, wrought	75	1,148	8	50	5	15	4	107
	5. Iron and steel—								
	(a). Cast	326	5,140	8	38	...	...	11	290
	(b). Unwrought	13	247	10	51	...	...	...	...
	(c). Wrought	4,138	32,119	163	1,019	252	607	...	...
	(d). Manufactures	3,953	48,293	149	894	131	395	1,241	26,525
	6. Zinc and spelter	...	...	...	...	...	...	...	...
	7. Others	328	3,375	52	335	28	80	93	2,193
	Carried over	586,481	33,15,645	37,800	1,26,805	29,079	69,424	19,444	2,64,172

**Appendix 16.**  
Principal Commodities—Details.

APPEN

*Principal commodities carried on each railway (by systems)*  
(Referred to in

Pro- gressive No.	GAUGE.	3' 3½".		3' 6"				3' 6".	
	CLASSIFICATION No.	25		26		27		32	
	Railways.	Burma.		Mowl.		Báral.		Darjeeling-Himalayan.	
	Description of commodity—contd.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	R. f.	Tons.	Rs.	Tons.	Rs.
	Brought forward ...	586,481	33,15,645	37,800	1,26,805	29,079	69,424	19,444	2,64,172
XVIII	OILS—								
	1. Kerosine . . . . .	6,010	55,619	209	1,307	624	1,480	724	11,465
	2. Castor . . . . .	35	582	15	67	3	8	5	82
	3. Coconut . . . . .	766	9,218	13	55	88	241	5	113
	4. Mustard and rape . . . . .	2	35	11	43	...	...	314	4,081
	5. Others . . . . .	4,978	40,214	123	583	94	261	56	981
XIX	OIL SEEDS—								
	1. Castor . . . . .	2	19	1	1	99	237	...	...
	2. Earthnuts . . . . .	243	1,769	1	2	168	589	...	...
	3. Linseed . . . . .	3	39	...	...	138	318	1	24
	4. Poppy . . . . .	1	27	...	1	8	19	...	...
	5. Rape and mustard . . . . .	2	6	...	...	6	13	4	69
	6. Til or jinjili . . . . .	4,120	16,606	1,459	4,338	425	933	...	...
	7. Cotton seed . . . . .	...	...	...	...	...	...	...	...
	8. Others . . . . .	...	...	988	2,676	151	349	...	9
XX	OPIUM . . . . .	4	95	11	206	...	...	...	4
XXI	PAPER AND PASTE-BOARD . . . . .	434	8,258	108	759	56	181	75	2,063
XXII	PROVISIONS—								
	1. Dried fruits . . . . .	623	6,626	318	1,234	844	2,214	28	640
	2. Ghee . . . . .	933	14,795	648	3,097	34	90	16	333
	3. Potatoes . . . . .	...	...	...	...	...	...	...	...
	4. Others . . . . .	37,676	3,51,521	186	976	61	174	208	4,930
XXIII	RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.								
	1. Locomotives, engines and tenders and parts thereof.	...	...	19	120	5	11	...	...
	2. Carriages and trucks and parts thereof.	...	...	...	...	...	...	...	...
	3. Materials—								
	(a). Steel rails and fishplates.	588	694	...	...	...	...	...	...
	(b). Sleepers and keys of steel and cast-iron.	...	...	...	...	...	...	...	...
	(c). Sleepers of wood . . . . .	...	...	...	...	...	...	...	...
	(d). Others . . . . .	...	...	9	64	113	257	...	...
XXIV	SALT . . . . .	17,310	1,58,274	2,091	2,908	5,649	13,076	949	16,117
XXV	SALTPETRE AND OTHER SALINE SUBSTANCES—								
	1. Saltpetre . . . . .	...	3	32	118	...	1	...	2
	2. Other saline substances . . . . .	15	248	4	19	45	112	...	...
	Carried over . . . . .	660,226	39,80,293	44,046	1,45,379	37,690	89,988	21,829	3,05,085

## DIX 16—concluded.

Appendix 16.  
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1900.  
paragraph 26 of Report).

Pro- gressive No.	GAUGE.	3' 3 1/2"		2' 6"				2' 0"	
	CLASSIFICATION NO.	25		26		27		32	
	Railways.	Barma.		Morvl.		Báral.		Darjeeling-Himalayan.	
	Description of commodity— <i>concid.</i>	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward .	660,226	39,80,293	44,046	1,45,379	37,690	89,988	21,829	3,05,085
XXVI	SILK—								
	1. Raw—								
	(a). Foreign . . . .	138	3,876	...	...	...	2	...	...
	(b). Indian . . . .	17	225	1	9	...	...	...	...
	2. PIECE-GOODS—								
	(a). Foreign . . . .	3	105	...	...	...	...	...	...
	(b). Indian . . . .	...	...	...	1	...	1	...	5
XXVII	SPICES—								
	1. Betel-nuts . . . .	4,406	49,635	31	137	548	1,505	53	1,305
	2. Cardamoms . . . .	2	29	...	...	...	...	277	4,756
	3. Chillies . . . .	4,691	89,026	89	538	49	140	14	308
	4. Ginger . . . .	579	5,639	5	22	4	12	1	22
	5. Pepper . . . .	23	566	...	1	6	20	12	304
	6. Others . . . .	142	2,028	53	363	160	415	45	923
XXVIII	STONE AND LIME . . . .	47,044	58,826	379	442	18	34	786	7,653
XXIX	SUGAR—								
	1. Refined or crystalized, includ- ing sugar-candy.	212	1,457	407	1,594	414	1,016	23	445
	2. Unrefined—								
	(a). Sugar . . . .	2,757	29,792	78	267	626	1,427	751	11,847
	(b). Gur, rab, jaggree, molasses and other sac- charine produce.	10,505	83,370	903	2,952			117	1,597
XXX	TEA—								
	1. Foreign . . . .	86	1,289	...	2	1	1	...	...
	2. Indian . . . .	174	2,197	5	38	...	...	4,356	80,218
XXXI	TOBACCO—								
	1. Unmanufactured . . . .	2,870	22,111	337	1,202	28	98	61	1,147
	2. Manufactured—								
	(a). Cigar . . . .	76	973	1	10	9	34	84	2,002
	(b). Other sorts . . . .	418	6,139	60	421	5	29	128	2,510
XXXII	WOOD—								
	1. Timber, unwrought . . . .	91,610	3,22,873	836	3,490	214	499	39	528
	2. Manufactures . . . .	3,109	18,702	65	312	6	23	205	3,675
XXXIII	WOOL—								
	1. Raw . . . .	20	221	96	921	...	1	...	7
	2. Manufactured—								
	(a). Carpets and rugs . . . .	114	1,911	2	15	...	...	3	82
	(b). Piece-goods, European . . . .	28	613	...	...	...	1	8	269
	(c). Piece-goods, Indian . . . .	9	97	3	26	...	...	16	448
	(d). Other sorts of manu- facture.	6	71	1	8	12	39	14	330
XXXIV	ALL OTHER ARTICLES OF MER- CHANDISE—								
	1. Bones . . . .	...	...						
	2. Firewood . . . .	100,093	1,44,530						
	3. Indigo seed . . . .	...	...						
	4. Paints and colors . . . .	...	...						
	5. Seeds other than oil-seeds . . . .	...	...	1,023	6,936	1,012	1,496	4,564	52,592
	6. Manures . . . .	...	...						
	7. Lucifer Matches . . . .	...	...						
	8. Others . . . .	57,837	3,57,488						
	TOTAL .	987,195	51,84,082	48,421	1,65,086	40,802	96,781	33,386	4,78,058

N. B.—Information is not available for railways not mentioned in this statement.

## Appendix 17.

### Train, engine, vehicle and ton-mileage

**APPEN**

***Train, engine, vehicle and ton-mileage in***

(Referred to in para

**N. B.**—A reference to Appendix 2 will furnish the key to the

<

\* The vehicle and gross ton mileage figures exclude the 3' 0" and 2' 6" gauge railroads.

† Included with the Eastern Bengal State railway.

‡ Including the Cawnpore-Burhwal (3' 31") gauge link as the figures cannot be separated.





**Appendix 18.**  
**Vehicle mileage.**

APPEN

Loaded and Empty Vehicle Mileage in

(Referred to in paragraph

GAUGE.	5' 6"											
CLASS : No.	1		2		3		4		5		7	
RAILWAY.	EAST INDIAN.		EASTERN BENGAL STATE.		BENGAL CENTRAL.		BENGAL-NAGPUR.		EAST COAST STATE.		O. AND R. STATE.	
Calendar year.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.

## COACHING.

## HOME VEHICLES ON HOME LINE.

1896 . .	77,019	545	15,676	1,521	•	•	10,514	2,134	5,915	1,017	17,553	4,368
1897 . .	81,209	417	13,557	1,359	3,743	449	10,128	2,735	8,242	1,419	15,178	3,869
1898 . .	82,243	439	13,845	1,433	3,082	419	20,576	3,161	6,867	1,359	17,091	4,358
1899 . .	84,376	488	14,251	1,366	3,344	386	12,417	3,266	10,203	1,944	18,253	4,802
1900 . .	85,781	431	14,969	1,338	1,751	391	15,347	3,449	11,643	2,380	21,370	5,490

## FOREIGN VEHICLES ON HOME LINE.

1896 . .	1,214	176	73	2	•	•	586	37	74	1	422	81
1897 . .	1,410	175	15	3	•	•	1,177	31	72	1	616	74
1898 . .	1,215	140	6	2	•	•	996	72	74	1	644	108
1899 . .	1,388	133	8	2	1	•	853	131	206	8	969	115
1900 . .	2,868	257	5	2	1	•	1,070	473	260	64	1,204	185

## GOODS.

## HOME VEHICLES ON HOME LINE.

1896 . .	138,109	68,551	20,155	9,458	•	•	12,610	7,847	5,981	2,713	20,036	5,618
1897 . .	153,790	69,114	18,874	8,625	1,850	1,063	12,529	7,140	5,999	2,861	18,051	4,004
1898 . .	154,782	69,801	18,536	7,291	1,052	794	14,132	7,304	5,569	2,266	22,483	8,443
1899 . .	160,487	80,856	19,705	8,417	1,491	1,177	19,310	10,011	8,482	3,694	25,535	9,230
1900 . .	160,359	92,619	21,345	10,032	2,484	1,738	27,069	16,441	13,013	7,436	24,832	7,760

## FOREIGN VEHICLES ON HOME LINE.

1896 . .	13,100	10,721	1,517	1,517	•	•	2,654	2,318	316	259	4,430	3,690
1897 . .	15,920	14,334	1,571	1,571	388	388	3,599	3,416	132	124	4,200	3,764
1898 . .	21,336	17,267	1,093	1,093	326	216	2,660	1,886	322	241	2,381	1,727
1899 . .	20,668	17,790	835	835	208	146	6,454	4,453	1,672	1,543	3,690	2,908
1900 . .	28,052	21,035	898	898	153	148	11,499	9,318	2,682	2,213	4,348	2,671

• Included in Eastern Bengal State railway.

DIX 18.

Appendix 18.  
Vehicle mileage.

thousands of miles on each railway (by systems).

27 of Report.)

5' 6"												GAUGE.
8		9 (a) to (e)		9 (f) to (i)		10 (a) to (e)		11		12		CLASS: No.
NORTH WESTERN STATE.		GREAT INDIAN PENINSULA.		INDIAN MIDLAND.		B., B. AND C. I.		NIZAM'S GTD. STATE.		MADRAS.		RAILWAY.
Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Calendar. year.

## COACHING.

## HOME VEHICLES ON HOME LINE.

51,424	13,926	53,725	...	12,585	...	19,448	1,992	4,609	96	17,376	895	1896
55,132	15,271	52,903	...	12,116	...	19,965	2,074	4,538	142	17,190	981	1897
60,565	17,169	50,890	...	12,669	...	16,881	1,686	4,668	95	16,397	890	1898
63,095	17,197	49,485	...	14,624	...	20,728	2,044	4,509	79	14,867	957	1899
64,477	16,731	53,476	...	15,103	...	23,583	2,073	6,954	107	16,175	1,109	1900

## FOREIGN VEHICLES ON HOME LINE.

796	133	2,857	341	762	423	39	16	138	65	518	38	1896
1,244	324	2,387	257	1,185	535	39	18	142	64	653	26	1897
771	131	3,190	135	933	446	39	14	116	56	457	58	1898
711	146	3,916	223	1,084	443	63	21	128	70	486	69	1899
864	192	3,256	230	1,272	511	45	13	119	55	184	54	1900

## GOODS.

## HOME VEHICLES ON HOME LINE.

81,753	25,396	67,014	28,443	9,236	4,284	33,886	12,012	5,818	3,291	22,067	10,062	1896
87,931	28,803	58,749	26,846	10,691	5,096	31,962	12,159	6,818	3,643	24,789	12,061	1897
114,450	48,680	62,797	28,208	11,861	5,812	39,750	13,217	6,681	3,075	23,832	11,932	1898
108,353	41,459	67,295	26,450	13,901	7,906	43,228	16,897	7,021	3,177	24,735	12,916	1899
87,822	23,754	69,382	28,244	18,766	12,027	45,290	25,126	12,467	6,319	23,490	12,714	1900

## FOREIGN VEHICLES ON HOME LINE.

1,920	1,643	14,911	12,547	4,257	4,255	1,418	752	2,994	1,866	976	941	1896
3,386	2,867	13,658	12,054	5,046	4,842	1,389	240	4,192	3,542	684	644	1897
3,066	2,766	22,338	19,926	5,700	5,577	1,186	460	5,347	4,269	879	1,367	1898
2,934	2,745	22,086	19,097	7,126	6,154	2,671	1,124	5,343	4,123	1,161	1,153	1899
2,778	2,578	23,434	21,070	11,098	7,382	3,774	2,829	7,396	6,315	2,075	2,060	1900

P. T. O.

Appendix 18.  
Vehicle mileage.

APPEN

Loaded and Empty Vehicle mileage in

Referred to in paragraph

GAUGE.	3' 3"										
CLASS: No.	2		15		17		18		10 (f) to (i).		19
RAILWAY.	EASTERN BENGAL STATE.		ASSAM-BENGAL.		BENGAL AND NORTH-WESTERN.		ROHILKUND AND KUMAON.		RAJPUTANA-MALWA.		JODHPUR
Calendar year.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.

## COACHING.

## HOME VEHICLES ON HOME LINE.

1896	13,614	1,506	1,082	353	17,408	122	4,034	337	48,611	264	3,184
1897	13,563	1,490	3,231	587	18,113	153	4,111	373	47,544	248	3,129
1898	15,306	1,628	4,129	664	21,951	128	4,215	341	46,607	264	3,294
1899	15,431	1,591	4,921	710	23,930	143	4,443	332	48,773	195	3,548
1900	16,341	1,672	4,997	806	27,788	106	4,289	358	49,042	142	3,664

## FOREIGN VEHICLES ON HOME LINE.

1896	...	...	...	...	...	...	...	...	35	14	271
1897	...	...	...	...	...	...	4	...	36	13	276
1898	...	...	...	...	5	...	20	...	59	18	255
1899	...	...	...	...	...	...	22	...	623	25	285
1900	...	...	...	...	9	7	38	1	1,072	31	210

## GOODS.

## HOME VEHICLES ON HOME LINE.

1896	20,275	6,670	2,228	1,363	19,364	10,205	4,460	2,433	64,303	13,664	1,556
1897	19,104	6,465	3,325	2,021	23,403	12,401	4,004	2,337	68,317	16,524	2,016
1898	20,777	6,721	4,594	3,072	21,009	10,899	4,316	2,972	84,043	25,598	1,568
1899	23,274	7,059	9,861	3,594	25,340	14,411	4,753	3,221	100,705	28,526	1,796
1900	22,309	7,390	6,927	3,514	26,221	16,159	4,429	2,840	118,445	45,138	2,356

## FOREIGN VEHICLES ON HOME LINE.

1896	...	...	...	...	...	...	...	...	608	479	1,328
1897	...	...	...	...	...	...	65	44	740	300	1,155
1898	...	...	...	...	159	131	250	207	1,796	962	1,232
1899	...	...	...	...	378	271	376	281	6,804	4,101	4,265
1900	...	...	...	...	450	225	367	177	6,333	4,884	3,377

DIX 18.

Appendix 18.  
Vehicle mileage.

thousands of miles on each railway (by systems)—concl'd.

27 of Report).

3' 31"											GAUGE.
19	20		21		22		24		25		CLASS : No.
BIKANER.	UDAIPUR-CHITOR.		BHÁVNAGAR-GONDAL- JUNÁGAD-PORBANDAR.		SOUTHERN-MAHRATTA.		SOUTH INDIAN.		BURMA.		RAILWAY.
Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Loaded.	Empty.	Calendar year.

## COACHING.

## HOME VEHICLES ON HOME LINE.

11	...	...	4,487	873	21,818	2,738	29,276	57	18,138	4,276	1896
13	...	...	5,050	938	22,219	2,935	38,387	62	24,927	4,528	1897
17	603	1	5,415	936	14,771	1,706	36,553	58	28,178	4,457	1898
17	643	2	8,888	914	14,013	1,799	32,874	38	27,756	4,687	1899
12	675	1	6,043	911	19,701	2,428	34,414	47	28,592	4,542	1900

## FOREIGN VEHICLES ON HOME LINE.

31	...	...	8	3	90	24	3	2	...	...	1896
22	...	...	9	5	84	26	3	3	...	...	1897
25	16	2	27	...	74	25	1	1	...	...	1898
21	19	2	29	...	74	23	3	1	...	...	1899
18	13	2	44	...	73	24	4	3	...	...	1900

## GOODS.

## HOME VEHICLES ON HOME LINE.

709	...	...	3,888	1,654	33,316	13,787	24,179	9,081	21,325	12,308	1896
1,068	...	...	4,849	2,333	41,328	19,026	23,667	8,057	29,332	16,105	1897
616	96	45	4,744	1,899	31,181	9,967	22,402	6,885	31,609	13,727	1898
691	112	45	4,908	2,326	34,065	15,243	23,284	7,289	31,612	13,015	1899
1,242	127	50	5,597	3,653	36,924	17,758	21,552	6,230	37,037	15,115	1900

## FOREIGN VEHICLES ON HOME LINE.

965	...	...	29	29	582	499	235	240	...	...	1896
851	...	...	37	36	512	448	138	127	...	...	1897
1,473	83	53	40	43	645	515	390	274	...	...	1898
2,879	233	216	47	34	538	267	1,097	1,007	...	...	1899
2,261	495	469	44	46	492	277	40	38	...	...	1900

\* Figures for 1896 and 1897 included in Rajputana-Malwa railway.

Appendix 19.  
Mileage earnings.

APPEN

Gross earnings in rupees per mile

(Referred to in

N.B.—A reference to Appendix 2 will furnish the

GAUGE.	5' 6"												3' 3 1/2"								
CLASS: No.	1	2		3	4	5	6	7	8		9	10		11		12		13	14	15	
Railway.	E. I.	E. B. SYSTEM.		B. C.	B. N.	E. C. S.	C. P. T.	O. & R.	N. W. SYSTEM.		G. I. P. SYSTEM.		B., B. & C. I. SYSTEM.		N. G. S. SYSTEM.		M. SYSTEM.		B. D.	D. S.	A. B.
Calendar year.		5' 6" gauge.	Other gauge.						Coml. Sec.	Mily. Sec.	G. I. P. (a) to (e).	I. M (f) to (j).	B., B. & C. I. (a) to (d) & (j) & (k).	R. M. (e) to (i).	N. G. S. (a) to (b).	H. G. V. (c).	M. (a) to (b).	N. (c).			

COACHING TRAFFIC.

1896 . . .	9,804	11,465	4,070	4,702	1,849	2,606	...	4,712	5,375	1,532	6,455	2,552	10,403	3,042	2,661	...	5,451	...	1,373	1,648	2,230
1897 . . .	9,554	11,019	3,702	5,376	1,619	2,690	...	4,191	5,402	1,553	5,223	2,533	7,626	3,340	2,495	...	5,401	...	1,267	1,548	1,792
1898 . . .	9,911	10,963	3,817	5,445	1,473	2,574	...	4,108	4,468	1,356	4,729	2,496	6,317	3,335	2,379	...	4,780	...	1,365	1,512	2,533
1899 . . .	9,905	11,338	3,619	4,993	1,870	2,710	...	4,132	4,512	1,296	5,506	2,379	7,264	3,477	2,496	394	4,221	5,258	1,482	1,631	2,244
1900 . . .	10,227	11,495	3,979	5,152	2,846	3,294	...	4,391	4,683	1,352	5,807	2,120	7,159	3,369	2,608	1,187	4,884	6,751	1,110	1,782	2,245

GOODS TRAFFIC.

1896 . . .	18,715	22,448	5,821	2,597	4,945	2,070	46,968	5,680	8,763	2,229	16,358	3,506	18,482	7,041	6,861	...	7,253	...	5,653	6,091	1,288
1897 . . .	24,492	22,647	5,432	3,089	4,781	2,126	41,242	4,859	8,602	2,074	13,608	4,143	16,425	6,666	7,681	...	8,005	...	6,227	7,321	1,409
1898 . . .	21,597	21,032	5,508	2,031	5,194	2,154	42,812	4,974	9,687	1,821	18,414	4,295	19,444	8,000	8,867	...	7,756	...	5,386	7,617	1,840
1899 . . .	22,699	20,621	5,812	2,436	5,529	2,611	44,924	5,619	8,936	1,546	18,250	4,674	18,636	9,776	9,647	2,097	8,063	3,816	5,569	8,732	1,566
1900 . . .	22,462	22,445	6,115	3,788	7,609	4,346	51,369	5,153	6,917	1,701	16,666	6,711	17,003	11,529	12,000	2,324	8,108	3,633	4,101	9,062	1,543

GROSS EARNINGS PER MILE WORKED.\*

1896 . . .	28,938	35,122	9,991	7,466	7,395	4,891	51,751	10,732	14,458	3,857	23,095	6,200	29,574	11,222	9,749	...	12,957	...	7,050	8,353	3,670
1897 . . .	31,500	35,277	9,236	9,105	7,190	5,225	46,135	9,699	14,437	3,726	19,066	6,824	24,685	10,237	10,649	...	13,686	...	7,518	9,372	3,289
1898 . . .	31,942	33,553	9,445	8,205	7,436	4,941	49,949	9,901	14,459	3,261	23,387	6,947	26,692	11,544	11,493	...	12,789	...	7,020	9,563	4,492
1899 . . .	33,127	33,774	9,562	8,206	7,883	5,425	52,350	10,801	13,792	3,000	24,012	7,211	26,474	13,506	12,468	2,497	12,580	9,120	7,144	10,853	3,917
1900 . . .	33,265	35,849	10,218	9,601	10,776	7,884	62,480	10,740	11,954	3,114	22,850	8,977	24,315	15,124	14,853	3,657	13,272	10,416	5,500	11,371	3,897

NET EARNINGS PER MILE WORKED.\*

1896 . . .	19,623	21,264	6,170	2,774	3,395	1,256	25,705	5,431	6,550	76	10,337	2,587	16,240	6,142	4,981	...	6,374	...	3,899	4,029	197
1897 . . .	22,112	19,307	5,402	3,917	3,453	1,693	17,434	4,210	7,229	224	6,566	3,004	11,219	5,326	5,626	...	7,131	...	4,239	2,922	240
1898 . . .	21,685	19,567	5,400	2,945	3,636	1,221	17,536	5,334	7,734	—56	9,463	3,103	14,452	6,544	6,682	...	6,532	...	3,327	3,271	187
1899 . . .	22,187	17,250	5,546	3,183	4,102	1,907	22,562	5,898	7,160	—723	10,613	3,136	14,004	7,721	7,571	1,453	5,989	2,182	3,925	5,550	782
1900 . . .	21,540	18,847	5,847	3,965	6,406	2,352	20,316	5,215	5,684	—237	10,855	4,722	11,368	8,308	8,686	1,447	6,365	5,955	2,739	5,651	838

\* Includes all other earnings  
† Closed for traffic from 25th March 1900.

## DIX 19.

Appendix 19.  
Mileage earnings.

worked on each railway (by systems).

paragraph 29 of Report).

key to the code letters used to express railway systems.

3' 3 1/2"										2' 6"						2' 0"				GAUGE.
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	CLASS: No.
D.	B. & N. W.	R. & K.	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	C. C.	D. H.	H. A.	H. S.	J.	Railway.
																				Calendar year.

## COACHING TRAFFIC.

5,448	2,921	1,876	1,533	1,603	2,983	2,313	1,327	4,478	4,485	2,682	...	...	...	...	353	5,814	...	...	404	1896
5,424	2,865	1,942	1,431	1,459	2,543	1,964	922	4,592	4,928	2,690	924	...	...	...	399	5,623	...	...	391	1897
5,545	2,766	2,168	1,311	1,501	2,160	1,379	841	4,128	4,583	2,481	869	2,169	...	1,623	4	6,116	7,649	3,263	443	1898
6,014	2,510	2,219	1,286	1,551	2,345	1,273	1,019	4,054	4,566	2,601	969	1,886	2,991	1,833	...	5,426	8,374	3,191	473	1899
6,456	2,755	2,283	1,091	1,333	2,232	1,821	1,116	4,559	4,732	2,566	1,128	2,142	3,301	1,947	†	5,833	8,407	3,577	464	1900

## GOODS TRAFFIC.

789	3,778	2,146	1,918	622	2,613	3,460	3,000	3,773	4,070	1,330	...	...	...	...	2,939	9,294	...	...	2,923	1896
886	3,469	2,026	1,886	564	2,314	3,066	1,594	3,629	4,711	1,379	3,961	...	...	...	2,442	8,692	...	...	3,189	1897
1,136	3,656	2,618	2,070	841	2,242	3,139	2,171	3,501	4,756	1,440	5,027	194	...	2,444	1,448	8,472	187	173	3,144	1898
890	3,915	3,200	3,256	1,725	2,437	3,478	6,707	3,817	4,557	1,768	6,125	203	66	2,599	4,795	8,382	277	479	3,184	1899
810	3,524	3,027	2,678	3,356	2,823	3,501	3,470	3,581	5,263	1,841	4,487	293	85	2,506	†	9,825	528	266	2,765	1900

## GROSS EARNINGS PER MILE WORKED.\*

6,266	6,992	4,490	3,531	2,241	5,736	5,888	4,678	8,368	8,696	4,100	...	...	...	...	3,293	15,325	...	...	3,361	1896
6,330	6,635	4,479	3,406	2,040	5,033	6,046	2,850	8,195	9,763	4,530	4,992	...	...	...	2,742	14,593	...	...	3,611	1897
6,701	6,719	5,381	3,501	2,364	4,488	4,608	3,355	7,869	9,579	3,987	6,036	2,380	...	4,287	1,452	14,796	7,848	3,662	3,628	1898
6,944	6,805	6,189	4,642	3,337	4,927	4,865	8,121	7,991	9,326	4,456	7,231	2,126	3,071	4,758	4,795	14,019	8,762	3,375	3,718	1899
7,286	6,602	6,046	3,861	4,724	5,192	5,449	4,972	8,299	10,134	4,486	5,764	2,461	3,422	4,799	†	15,866	8,959	3,849	3,276	1900

## NET EARNINGS PER MILE WORKED.\*

2,400	3,906	1,640	2,235	891	2,827	2,550	-1,747	3,763	3,488	1,925	...	...	...	...	84	7,161	...	...	513	1896
2,328	3,689	1,828	2,226	710	2,223	2,598	-3,105	4,027	4,402	2,243	999	...	...	...	-7,981	6,658	...	...	530	1897
1,398	3,841	2,608	2,081	1,009	1,855	1,375	-2,469	3,548	4,082	1,738	1,138	675	...	1,008	-8,768	6,822	3,267	1,021	761	1898
1,394	3,604	3,089	2,821	1,661	2,369	1,567	1,368	3,783	3,832	1,902	2,087	392	558	1,308	-18,468	5,035	3,941	986	-229	1899
1,540	2,753	3,110	2,146	2,759	2,581	2,546	1,743	4,109	4,568	1,683	1,966	674	960	1,290	†	7,095	4,301	1,358	-592	1900

except those from steam boat,  
and subsequently abandoned.

# Appendix 20. Train-mileage earnings.

APPEN

Gross earnings in rupees per train-

(Referred to in paragraph

N.B.—A reference to Appendix 3 will furnish the key to

GAUGE.	5' 6" GAUGE RAILWAYS.													8' 6"						
Class : No.	1	2		3	4	5	7	8		9		10		11		12		13	14	15
Calendar year.	E. I.	E. B. S. SYSTEM.		B. C.	B. N.	E. C.	O. & R.	N. W. SYSTEM.		G. I. P. SYSTEM.		B., B. & C. I. SYSTEM.		N. G. S. SYSTEM.		M. SYSTEM.		B. D.	D. S.	A. R.
		5' 6" gauge.	Other gauges.					Com- mer- cial. Sec- tion.	Mili- tary. Sec- tion.	G. I. P. (a) to (e)	I. M. (f) to (j)	B., B. & C. I. (a) to (d) & (j) & (k)	E. M. (e) to (i).	N. G. S. (a) & (b).	H. G. V. (c).	M. (a) & (b)	N. (c).			

## EARNINGS FROM COACHING TRAFFIC.

1896	8.39	8.14	3.19	3.06	3.16	3.67	3.45	3.23	2.94	2.44	3.14	4.19	3.18	4.08	...	3.56	...	2.32	3.35	3.91
1897	8.58	2.75	2.96	2.98	2.14	2.73	3.30	3.26	2.88	1.85	2.92	3.15	2.81	3.85	...	3.58	...	2.13	3.57	3.50
1898	3.61	2.69	2.85	2.87	1.73	2.97	3.05	3.07	2.62	1.68	2.95	3.29	2.94	3.75	...	3.26	...	2.39	3.05	4.85
1899	3.59	2.87	2.78	2.71	2.58	3.38	2.86	2.99	2.57	1.96	2.71	3.43	2.12	3.96	1.77	2.98	3.65	2.55	2.96	4.98
1900	3.62	2.87	3.15	3.25	3.62	3.81	2.74	2.99	2.56	2.12	2.43	3.58	3.11	3.50	2.61	3.16	4.90	2.01	3.22	4.80

## EARNINGS FROM GOODS TRAFFIC.

1896	5.09	6.17	3.47	2.49	3.99	1.86	3.38	4.51	2.15	4.82	3.94	8.59	5.80	4.45	...	5.04	...	8.27	3.13	1.31
1897	5.17	5.60	3.38	2.14	3.69	2.30	3.32	4.29	2.56	4.16	4.18	8.28	4.11	4.15	...	5.07	...	5.70	3.44	1.73
1898	4.80	5.97	3.30	1.81	4.14	2.55	3.29	4.35	2.36	5.22	3.91	8.33	4.06	4.35	...	4.95	...	7.59	3.30	1.72
1899	4.79	5.79	3.30	2.19	4.26	2.38	3.42	4.30	2.11	5.14	3.96	8.28	4.21	4.69	3.21	4.73	2.89	11.27	3.98	1.52
1900	4.59	6.17	3.11	2.58	3.86	2.85	3.36	4.20	2.16	4.74	4.93	7.75	4.24	4.69	2.08	4.70	3.99	9.91	4.29	1.70

## GROSS EARNINGS.†

1896	4.63	4.83	3.38	2.86	4.05	2.64	3.57	4.00	2.47	3.82	3.64	6.38	3.77	4.45	...	4.29	...	5.53	3.43	2.34
1897	4.59	4.39	3.21	2.80	3.45	2.89	3.71	3.94	2.76	3.13	3.67	5.56	3.64	4.15	...	4.46	...	4.46	3.95	2.48
1898	4.41	4.42	3.14	2.72	3.53	2.30	3.46	3.93	2.53	3.69	3.57	6.28	3.71	4.30	...	4.24	...	5.48	3.38	2.82
1899	4.40	4.50	3.12	2.78	3.90	2.86	3.50	3.84	2.34	3.79	3.50	6.06	3.98	4.64	2.85	4.00	3.30	6.64	3.91	2.65
1900	4.35	4.69	3.19	3.14	3.91	3.20	3.43	3.72	2.36	3.65	3.91	5.81	3.97	4.49	2.33	4.68	5.18	5.69	4.27	2.84

## NET EARNINGS.†

1896	3.14	2.92	2.09	1.06	1.86	0.68	1.79	1.81	0.05	1.77	1.53	3.50	2.06	2.32	...	2.17	...	3.06	1.65	0.13
1897	3.23	2.40	1.88	1.20	1.66	0.95	1.61	1.97	1.66	1.09	1.62	2.52	1.89	2.22	...	2.82	...	2.51	1.81	0.18
1898	2.99	2.58	1.76	0.98	1.72	0.72	1.81	2.10	-0.04	1.49	1.60	3.40	2.11	2.40	...	2.17	...	2.58	1.31	0.12
1899	2.95	2.30	2.84	1.08	2.03	1.01	1.89	2.00	-0.56	1.72	1.51	3.21	2.25	2.62	1.66	1.90	0.79	3.65	2.00	0.13
1900	2.82	2.47	1.68	1.30	2.32	0.95	1.68	1.77	-0.13	1.73	2.06	2.68	2.19	2.63	0.92	1.98	2.62	3.83	2.12	0.61

• Information  
† Includes all other earnings except  
‡ The earnings from coaching and goods traffic



## DIX 20.

Appendix 20.  
Train-mileage earnings.

mile on each railway (by systems).

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the code letters used to express railway systems.

GAUGE RAILWAYS.										2' 6" GAUGE RAILWAYS.					2' 0" GAUGE RAILWAYS.				GAUGE.
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	32	33	34	35	Class- No.
D.	H. & N.W.	B. & K.	J. B.	U. C.	B. G. J. P.	R. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. R.	D. H.	H. A.	H. S.	J.	Calendar year.

## EARNINGS FROM COACHING TRAFFIC.

•	2-26	2-10	2-25	2-00	2-57	2-57	2-06	2-99	2-72	2-39	...	•	•	•	7-96	•	•	•	1896
...	2-58	2-38	2-13	2-30	2-19	2-32	1-90	2-57	2-73	2-16	0-55	...	...	...	7-76	...	...	...	1897
...	2-20	2-32	2-39	2-07	2-27	2-49	1-71	2-33	2-15	2-09	0-50	...	...	...	8-16	...	...	...	1898
...	2-08	2-77	2-10	2-50	2-22	2-49	1-58	2-63	2-30	2-19	5-47	...	...	...	7-52	...	...	...	1899
...	2-05	2-45	2-59	2-79	2-04	2-59	1-38	2-78	2-82	2-16	4-82	...	...	...	7-78	...	...	...	1900

## EARNINGS FROM GOODS TRAFFIC.

•	2-76	2-05	2-50	2-35	2-57	2-33	2-86	2-27	2-49	2-09	...	•	•	•	2-35	•	•	•	1896
...	2-50	2-00	2-20	2-40	2-43	2-21	2-26	2-47	2-55	2-27	1-58	...	...	...	2-49	...	...	...	1897
...	2-74	2-17	2-49	4-22	2-79	2-64	2-72	2-53	2-72	2-35	1-21	...	...	...	2-59	...	...	...	1898
...	2-76	2-17	2-77	4-70	2-91	2-60	4-10	2-50	2-62	2-36	9-40	...	...	...	2-84	...	...	...	1899
...	2-61	1-47	2-55	5-28	2-67	2-35	4-13	2-77	2-76	1-54	8-02	...	...	...	2-84	...	...	...	1900

## GROSS EARNINGS.†

2-46	2-97	2-72	2-58	2-86	2-66	2-47	4-10	2-65	2-06	2-33	...	†	†	†	4-38	†	†	2-98	1896
2-26	2-66	2-65	2-33	2-69	2-42	2-23	2-52	2-61	2-06	2-47	0-11	...	...	...	4-53	...	...	2-07	1897
2-08	2-62	2-95	2-32	2-11	2-39	2-65	4-02	2-53	2-03	2-22	4-31	1-00	...	2-30	4-76	2-68	2-01	2-40	1898
2-38	2-54	2-00	2-63	4-12	2-65	2-63	4-91	2-61	2-99	2-30	2-73	0-92	1-64	2-88	4-34	2-51	2-10	2-20	1899
2-27	2-45	2-92	2-91	4-83	2-44	2-49	2-02	2-83	2-22	1-88	7-26	0-99	2-23	2-95	4-29	2-42	2-25	2-21	1900

## NET EARNINGS.†

0-94	1-66	0-99	2-27	1-14	1-80	1-07	-1-09	1-19	1-23	1-09	...	...	...	...	2-04	...	...	0-43	1896
0-83	1-65	1-07	2-13	0-93	1-51	0-98	-2-14	1-23	1-39	1-22	0-21	...	...	...	2-03	...	...	0-45	1897
0-43	1-56	1-43	1-97	1-29	1-40	0-79	-2-00	1-14	1-28	0-97	0-81	0-23	...	0-66	2-15	1-53	0-27	0-71	1898
0-46	1-34	1-50	2-21	2-05	1-75	0-85	1-41	1-23	1-23	0-93	2-61	0-18	0-29	0-79	1-53	1-53	0-61	-0-20	1899
0-45	1-02	1-50	1-62	2-32	1-72	1-16	-1-06	1-40	1-45	0-71	2-48	0-27	0-64	0-79	1-92	1-64	0-79	-0-53	1900

not available.  
those from steam-boat.  
are not shown separately in the accounts.

# Appendix 21. Working expenses.

APPEN

Working expenses in thousands of rupees

(Referred to in paragraph

N.B.—A reference to Appendix 2 will furnish the key to

Gaver.		5' 6"																			
Class No.	1	2			3	4	5	6	7	8			9			10			11		
Calendar year.	E. I.	E. B. S. SYSTEM.			B. C.	B. N.	E. C.	P. T.	J. & R.	N. W. SYSTEM.			G. I. P. SYSTEM.			H. B. AND C. I. SYSTEM.			N. G. S. SYSTEM.		
		5' 6" gauge.	Other gauges.	Total.						Commercial section.	Military section.	Total.	G. I. P. (a) to (c).	I. M. (f) to (j).	Total.	D. B. & C. I. (k) to (d) and (i) and (l).	R. M. (e to (g).	Total.	N. G. S. (a) and (b).	H. G. V. (c).	Total.
ENGINEERING.																					
1896	47,53	7,23	5,63	12,84	1,50	8,91	4,82	21	12,80	47,33	12,45	59,77	47,45	6,54	53,99	23,01	19,54	42,55	5,40	...	5,40
1897	44,07	7,84	6,41	14,06	1,57	8,06	4,23	33	13,79	46,69	13,36	60,05	46,08	6,65	52,73	27,62	21,71	49,33	5,79	...	5,79
1898	44,17	8,28	7,74	16,02	1,65	9,53	5,10	41	12,50	45,96	12,86	58,82	32,79	7,60	47,39	19,74	21,61	40,35	4,64	...	4,64
1899	54,12	13,72	7,47	21,19	1,80	12,53	6,97	31	13,20	37,21	17,00	54,30	40,62	9,63	50,25	21,90	29,29	51,19	4,73	...	4,73
1900	63,84	13,33	8,17	21,45	1,90	12,20	9,02	35	16,23	34,31	12,45	46,76	29,97	10,70	40,67	27,71	31,27	61,98	7,98	2,07	10,06
LOCOMOTIVE.																					
1896	51,79	8,14	6,34	14,48	1,23	10,10	6,58	44	10,98	52,33	10,43	62,76	73,43	11,59	85,02	27,25	36,43	65,68	4,48	...	4,48
1897	49,13	11,54	5,98	17,42	1,41	8,96	7,06	44	13,68	56,88	10,25	67,13	69,75	12,85	82,60	25,23	34,79	60,03	4,75	...	4,75
1898	59,24	8,05	6,11	14,16	1,20	10,14	6,72	43	13,01	67,95	10,19	78,14	74,70	13,57	89,27	26,73	36,68	63,41	5,23	...	5,02
1899	63,51	9,10	6,53	15,63	1,50	11,97	8,99	43	12,69	69,77	11,31	81,08	78,27	16,77	95,04	30,47	42,79	73,28	5,43	14	5,57
1900	73,52	10,36	7,49	17,85	1,47	16,00	11,47	70	19,64	69,51	12,19	81,70	79,86	20,75	1,00,60	34,14	53,44	98,68	5,86	2,20	9,06
CARRIAGE AND WAGON.																					
1896	16,73	2,36	1,96	5,32	44	2,54	75	18	6,80	14,00	1,97	15,97	15,97	2,63	18,60	6,15	9,53	15,09	1,10	...	1,10
1897	17,71	2,64	1,78	4,42	22	2,74	1,04	23	6,96	10,80	1,33	12,13	22,98	2,94	25,92	9,63	8,99	18,62	1,18	...	1,18
1898	18,23	3,21	1,89	5,10	49	2,57	1,34	27	4,78	16,07	1,44	16,51	36,93	3,26	40,19	9,74	9,64	19,38	1,29	...	1,29
1899	19,39	4,54	1,97	6,51	46	2,80	1,77	31	8,14	16,32	1,63	16,95	22,72	4,40	28,12	14,06	9,96	24,01	1,16	1	1,16
1900	21,40	4,64	2,79	7,43	29	3,68	1,93	50	6,85	14,14	1,76	15,90	19,07	4,13	22,20	15,31	15,03	30,39	1,33	15	1,48
TRAFFIC.																					
1896	33,96	8,76	5,06	13,81	1,16	5,41	2,96	1,13	7,65	22,38	4,51	26,89	29,12	4,91	34,06	10,28	16,96	20,21	2,60	...	2,60
1897	36,60	9,35	4,97	14,52	1,24	5,52	3,36	1,18	7,83	23,42	4,60	28,02	23,69	5,26	34,84	10,17	15,40	26,03	2,06	...	2,66
1898	39,07	10,43	5,47	15,90	1,29	5,89	3,67	1,32	8,23	26,33	4,30	30,63	29,91	5,31	35,22	10,48	17,16	27,61	2,65	...	2,65
1899	41,53	10,84	6,09	16,93	1,31	7,26	5,27	1,28	9,13	29,40	4,56	31,02	30,76	6,07	36,83	10,66	17,23	28,09	2,74	8	2,82
1900	45,61	11,12	6,53	17,75	1,50	8,93	5,70	1,77	10,16	26,26	4,60	30,86	32,25	6,90	39,21	12,19	18,81	31,03	2,81	1,00	3,90
GENERAL.																					
1896	18,72	3,04	2,60	5,64	1,11	5,98	2,09	15	4,29	9,83	2,50	12,33	13,30	5,23	18,52	5,81	12,26	18,07	3,06	...	3,06
1897	19,27	3,61	2,60	6,21	1,17	5,55	2,69	16	4,18	10,48	2,52	13,00	13,39	5,23	18,61	5,95	12,22	18,18	2,93	...	2,93
1898	19,29	3,70	2,71	6,41	1,33	5,84	3,18	23	4,36	11,55	2,49	14,04	13,41	5,09	18,50	5,61	12,37	17,68	2,67	...	2,67
1899	20,54	3,87	2,89	6,76	1,44	7,34	3,97	20	4,71	11,80	2,61	14,00	13,00	5,57	18,97	5,60	12,31	17,91	2,70	4	2,74
1900	22,20	3,89	3,20	7,09	1,48	8,04	4,13	22	5,06	12,35	2,87	15,22	14,38	5,95	20,31	5,80	10,55	16,35	2,59	85	3,44
TOTAL.*																					
1896	1,80,81	34,94	26,17	61,11	5,86	34,41	18,76	2,23	43,46	1,49,43	32,53	1,81,98	1,81,80	34,01	2,18,81	74,94	97,90	1,72,24	16,91	...	16,91
1897	1,82,40	41,53	26,71	67,24	6,48	32,21	19,88	2,45	48,19	1,52,12	32,78	1,84,90	1,83,55	36,19	2,22,74	80,61	95,93	1,73,54	17,82	...	17,82
1898	1,99,16	36,34	28,11	64,45	6,67	35,15	21,15	2,79	45,44	1,71,32	31,87	2,03,19	2,03,20	37,67	2,40,77	74,59	98,97	1,73,56	17,07	...	17,07
1899	2,17,77	44,03	29,34	73,97	6,98	43,52	23,27	3,54	50,82	1,60,03	37,87	2,03,90	1,95,39	45,41	2,40,80	85,76	1,14,48	2,00,24	17,36	27	17,63
1900	2,45,69	45,92	34,39	80,31	7,83	52,62	33,93	3,60	60,01	1,61,85	34,89	1,96,73	1,81,79	53,61	2,36,44	1,00,59	1,34,81	2,35,40	21,88	6,42	26,30

\* Includes working expenses under miscellaneous and steam.  
Note.—For working expenses per mile.

DIX 21.  
of each railway (by systems).

Appendix 21.  
Working expenses.

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the code letters used to express railway systems.

3' 3 1/2".													2' 0".						2' 0".				GIVEN.		
13	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	Class No.	
M. system.																									
M. (a) and (b).	N. (c).	B. D.	D. S.	A. B.	D.	B. & N.-W.	R. & K.	J. B.	U. O.	R. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. R.	C. C.	D. H.	H. A.	H. S.	J.	Calendar year.
ENGINEERING.																									
13,01	...	21	97	1,49	5	6,88	1,84	1,29	30	2,63	11,73	57	11,09	12,72	40	...	...	...	...	5	81	...	...	17	1896
12,90	...	27	2,91	2,56	4	7,27	1,75	91	36	2,83	11,93	54	11,66	12,45	42	11	...	...	...	23	79	...	...	23	1897
12,79	...	26	2,73	6,03	5	7,89	1,87	1,91	29	2,93	11,87	54	9,26	12,84	39	12	8	...	18	1,05	77	28	13	24	1898
12,03	23	27	1,53	4,26	5	10,24	2,28	2,49	24	2,72	11,93	53	8,10	12,40	49	12	9	8	18	20	1,03	40	12	30	1899
13,99	...	25	1,73	4,43	4	11,05	1,98	1,93	26	2,55	13,41	67	9,19	13,71	42	13	9	11	17	10	70	28	12	49	1900
LOCOMOTIVE.																									
21,45	...	21	74	1,52	4	5,24	1,65	1,82	23	3,33	17,88	82	18,51	14,37	74	...	...	...	...	9	1,32	...	...	18	1896
21,70	...	26	89	2,09	6	5,27	1,50	1,80	20	,55	19,08	76	17,73	15,34	78	18	...	...	...	7	1,29	...	...	30	1897
20,63	...	26	94	2,02	10	5,82	1,51	1,93	25	3,45	15,37	83	17,63	16,83	75	23	12	...	13	7	1,36	23	9	16	1898
24,05	30	26	1,05	2,61	8	8,28	1,76	3,02	33	3,54	16,50	1,03	17,80	18,20	88	18	14	7	14	12	1,39	31	11	19	1899
22,91	55	27	1,09	2,55	11	9,03	1,66	3,64	49	3,81	18,86	94	16,44	22,73	1,20	12	15	10	15	10	1,50	37	8	17	1900
CARRIAGE AND WAGON.																									
6,28	...	6	44	32	1	1,77	59	27	6	56	4,04	16	5,69	4,16	10	...	...	...	...	3	56	...	...	14	1896
6,16	...	3	49	24	1	1,58	44	26	5	66	3,87	17	5,21	3,93	12	3	...	...	...	5	47	...	...	4	1897
4,77	...	5	47	45	3	1,45	50	25	3	66	4,28	16	5,27	4,29	15	4	2	...	5	3	44	9	4	5	1898
4,80	2	7	49	52	5	1,93	62	35	11	66	4,83	19	4,98	4,15	17	5	4	2	7	4	51	10	3	23	1899
4,89	3	7	53	62	4	2,58	65	45	4	73	5,28	21	3,17	5,40	17	3	3	5	7	3	68	9	2	0	1900
TRAFFIC.																									
8,79	...	29	41	1,10	5	4,43	1,16	70	10	2,05	9,06	57	8,02	8,20	43	...	...	...	...	5	57	...	...	18	1896
8,46	...	30	52	1,68	5	4,63	1,22	74	10	2,21	9,05	51	8,50	8,64	44	17	...	...	...	5	60	...	...	23	1897
8,71	...	30	52	1,64	6	4,91	1,26	71	13	2,13	8,31	49	8,27	9,66	42	23	18	...	15	5	58	31	18	19	1898
9,67	4	31	57	2,09	5	5,63	1,33	88	18	2,16	8,43	58	7,85	9,14	43	17	16	16	16	4	68	45	20	19	1899
8,87	10	36	62	2,32	6	6,77	1,33	1,01	21	2,25	9,21	57	7,85	10,22	47	15	16	20	16	3	69	47	20	19	1900
GENERAL.																									
5,88	...	22	78	1,35	3	3,94	1,57	41	8	2,05	8,17	1,04	6,56	5,09	37	...	...	...	...	3	75	...	...	9	1896
5,81	...	31	80	2,49	2	3,86	1,44	40	7	2,05	8,62	99	6,40	6,06	37	34	...	...	...	4	74	...	...	11	1897
5,73	...	29	80	2,27	3	4,04	1,46	43	13	2,13	8,97	91	6,39	6,56	38	30	13	...	13	4	75	19	11	11	1898
5,90	2	25	81	3,32	2	4,56	1,51	57	13	2,09	8,15	95	6,30	6,86	45	38	12	5	13	3	82	13	6	12	1899
6,18	4	24	83	3,10	2	5,10	1,48	50	18	1,95	7,99	93	6,68	6,86	33	37	12	7	13	3	73	12	5	11	1900
TOTAL.*																									
56,39	...	1,39	3,35	5,86	19	23,45	7,99	4,72	81	11,01	51,94	3,76	50,06	46,23	2,05	...	...	...	...	26	4,18	...	...	76	1896
56,41	...	1,41	5,65	9,18	19	26,24	7,43	4,29	80	11,79	53,66	3,40	50,60	47,94	2,16	86	...	...	...	43	4,05	...	...	82	1897
54,19	...	1,54	5,50	12,54	25	23,02	7,72	5,51	82	11,76	50,31	3,31	48,27	52,03	2,12	1,06	53	...	06	1,24	4,07	1,11	55	76	1898
56,78	64	1,55	4,51	12,97	27	26,32	9,09	8,12	1,06	11,61	51,43	4,09	46,95	52,47	2,50	91	54	38	09	44	4,58	1,38	52	1,02	1899
59,02	75	1,55	4,86	13,46	28	29,59	8,15	8,09	1,32	11,98	56,23	4,00	46,66	61,35	2,64	82	56	50	70	30	4,47	1,33	49	1,02	1900

boat, direct charges and contribution to Provident Fund.  
and per train-mile, see Appendices 23 and 24.

Appendix 22.  
Proportion of expenses to earnings.

APPEN

Proportion per cent. of working expenses

(Referred to in paragraph

N.B.—A reference to Appendix 2 will furnish the key to

Gross	5' 6".																						
CLASS No.	1	2			3	4	5	6	7	8			9			10			11			12	
Calendar year.	H. I.	E. B. S. SYSTEM.			B. C.	B. N.	E. C.	P. T.	O. & R.	N. W. SYSTEM.			G. I. P. SYSTEM.			D. B. & C. I. SYSTEM.			N. G. S. SYSTEM.			M. SYSTEM.	
		5' 6" gauge.	Other gauges.	Total.						Com-mercial section.	Mili-tary section.	Total.	G.I.P. (a) to (e).	I. M. (f) to (j).	Total.	B. & C. I. (g) to (k).	B. M. (l) to (n).	Total.	N. G. S. (a) & (b).	H. G. V. (c).	Total.	M. (a) & (b).	N. (c).
ENGINEERING DEPARTMENT.																							
1896.	8-53	8-20	8-84	8-47	16-04	18-99	20-06	5-43	14-82	17-89	37-41	19-51	13-78	11-20	13-41	13-86	9-09	11-17	15-62	...	15-62	11-72	...
1897.	7-36	8-55	10-88	9-47	13-32	13-00	14-79	8-90	15-73	15-34	38-23	17-70	16-21	16-32	15-12	18-85	10-85	14-23	15-38	...	15-38	10-99	...
1898.	7-16	9-53	12-66	10-83	16-06	13-86	18-45	9-47	12-69	12-48	40-88	14-71	11-41	11-21	11-39	11-52	9-45	10-31	11-38	...	11-38	11-66	...
1899.	8-26	15-16	11-08	13-42	15-82	18-30	16-05	7-69	11-85	10-78	55-71	14-46	11-34	12-06	11-47	12-03	10-96	11-39	10-67	...	10-52	11-17	27-43
1900.	9-39	13-30	10-37	12-26	14-22	9-40	14-91	6-50	13-90	11-12	36-57	13-71	8-65	9-19	8-35	14-67	11-46	12-70	15-16	19-43	15-88	12-34	...
LOCOMOTIVE.																							
1896.	9-30	9-25	9-97	9-55	13-11	15-86	27-36	9-89	12-63	19-17	31-32	20-46	21-34	19-87	21-12	16-39	17-88	17-23	12-97	...	12-97	19-63	...
1897.	8-09	12-92	9-99	11-75	12-36	14-45	24-71	11-21	16-06	18-69	29-31	19-73	24-53	19-92	23-63	17-23	17-40	17-32	12-58	...	12-58	18-49	...
1898.	9-53	9-28	10-00	9-53	11-73	14-74	24-30	11-19	13-21	18-45	32-37	19-55	21-42	20-01	21-19	16-43	16-05	16-21	12-32	...	12-32	18-81	...
1899.	9-70	10-05	9-68	9-86	13-19	13-20	20-72	9-53	11-40	20-23	36-85	21-59	21-86	21-00	21-70	16-73	16-01	16-31	12-29	21-76	12-42	22-32	35-23
1900.	10-40	10-77	9-51	10-20	11-01	12-80	18-97	13-12	16-82	22-50	35-80	23-97	23-06	18-34	21-88	18-07	17-53	17-74	11-10	20-69	12-71	20-21	27-43
CARRIAGE AND WAGON.																							
1896.	3-00	3-32	3-09	3-51	4-72	3-99	3-14	4-10	7-59	5-13	5-93	5-22	4-64	4-51	4-62	3-70	4-43	4-11	3-18	...	3-18	5-66	...
1897.	2-92	2-96	3-01	2-97	1-13	4-43	3-65	5-85	8-18	3-35	3-79	3-58	3-08	4-56	7-43	6-57	4-49	5-37	3-13	...	3-13	5-25	...
1898.	2-95	3-70	3-08	3-44	4-81	3-74	4-33	6-38	4-88	4-09	4-57	4-13	10-59	4-81	9-84	5-99	4-22	4-95	3-15	...	3-15	4-35	...
1899.	2-96	5-01	2-92	4-12	4-05	3-08	4-09	4-65	7-31	4-44	5-30	4-51	6-62	5-51	6-42	7-72	3-73	5-35	2-59	1-16	2-57	4-27	2-57
1900.	3-22	4-23	3-53	4-25	2-14	2-76	3-19	9-33	5-86	4-58	5-17	4-66	5-22	3-75	4-92	8-10	5-04	6-23	2-52	1-39	2-33	4-30	1-75
TRAFFIC.																							
1896.	6-10	9-97	7-93	9-11	12-47	8-50	12-39	25-65	8-79	8-20	13-54	8-78	8-46	8-46	8-46	6-18	7-43	6-88	7-52	...	7-52	7-92	...
1897.	6-03	10-69	8-44	9-71	10-92	8-90	11-75	29-92	9-26	7-69	13-40	8-28	10-41	8-16	9-99	6-93	8-23	7-68	7-04	...	7-04	7-20	...
1898.	6-33	12-01	8-96	10-76	12-59	8-56	13-27	30-76	8-36	7-15	13-67	7-66	8-57	7-83	8-45	6-44	7-51	7-07	6-51	...	6-51	7-94	...
1899.	6-34	11-97	9-03	10-72	11-18	8-01	12-14	28-66	8-19	7-67	14-35	8-26	8-59	7-60	8-41	5-96	6-45	6-25	6-21	11-91	6-29	8-05	5-23
1900.	6-46	11-57	8-41	10-15	11-29	6-88	9-52	38-12	8-71	8-70	18-79	9-08	9-81	6-12	8-54	6-45	6-80	6-86	5-82	10-28	6-15	7-82	4-66
GENERAL.																							
1896.	3-36	3-46	7-23	3-72	11-90	9-24	8-70	3-42	4-93	3-59	7-57	4-03	3-86	8-79	4-60	3-50	5-70	4-74	8-87	...	8-87	5-30	...
1897.	3-18	4-04	4-42	4-19	10-26	8-95	10-12	3-95	4-90	3-44	7-21	3-33	4-78	8-12	5-39	4-06	6-16	5-24	7-76	...	7-76	5-95	...
1898.	3-13	4-26	4-43	4-34	12-96	8-49	11-50	5-27	4-42	3-22	7-90	3-59	3-84	7-49	4-44	3-45	5-37	4-57	6-55	...	6-55	5-23	...
1899.	3-14	4-28	4-29	4-27	12-66	8-09	9-15	4-47	4-23	3-47	8-50	3-89	3-36	6-97	4-26	3-08	4-61	3-98	6-10	6-98	6-01	5-42	1-82
1900.	3-14	4-05	4-07	4-00	11-12	6-20	6-83	4-11	4-34	4-00	8-45	4-47	4-12	5-14	4-38	3-07	3-77	3-49	4-90	8-05	5-43	5-46	1-92
PROPORTION OF TOTAL WORKING EXPENSES* TO GROSS EARNINGS.																							
1896.	32-39	39-73	41-16	40-33	62-35	54-03	77-98	50-33	49-97	54-74	97-77	59-41	53-69	53-05	51-09	44-56	45-26	45-19	48-91	...	48-91	50-81	...
1897.	29-98	46-48	43-64	45-25	56-98	51-94	69-59	62-21	56-59	49-97	93-76	54-49	65-61	56-13	63-86	54-51	47-97	50-94	47-17	...	47-17	48-06	...
1898.	32-21	41-86	46-01	43-57	64-08	51-10	76-46	65-07	46-12	46-52	101-26	50-33	55-26	55-39	57-79	45-31	43-31	44-37	41-87	...	41-87	49-74	...
1899.	33-18	49-30	43-50	46-82	61-23	47-96	65-11	56-90	45-45	43-14	123-42	54-29	54-56	56-85	54-98	46-59	42-83	44-57	39-23	41-81	39-31	52-70	76-07
1900.	34-78	47-75	43-66	45-92	58-70	40-56	56-10	67-43	51-42	52-47	102-47	57-71	52-49	47-26	51-94	53-58	45-40	48-51	41-52	60-41	44-69	52-04	42-83

\* Including special and miscellaneous and steam boat expenses.

10 gross earnings on each railway (by systems.)

30 of Report).  
the code letters used to express railway systems.

3' 3 1/2".												2' 6".					2' 0".				Gauge.	
13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	32	33	34	35	Class: No.
B. D.	D. S.	A. B.	D.	B. & N. W.	E. & K.	J. B.	U. C.	B. G J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K L.	T. B.	D. H.	H. A.	H. S.	J.	Calen- dar Year.

ENGINEERING DEPARTMENT.

7.71	14.96	24.05	15.68	11.89	14.68	10.07	22.49	12.08	12.81	19.34	12.24	16.72	10.37	...	...	...	...	10.37	...	...	19.07	1896
9.34	35.48	25.83	13.81	12.14	13.96	7.36	28.83	13.58	12.68	29.88	12.29	14.35	9.86	10.42	...	...	...	10.67	...	...	24.24	1897
13.54	32.67	46.09	14.86	12.18	12.51	14.07	19.96	14.64	16.56	24.88	10.56	14.28	11.63	9.16	11.22	...	21.39	10.20	14.76	17.08	24.71	1898
9.87	16.64	26.29	14.89	13.18	13.13	11.93	11.18	12.14	15.71	10.19	9.31	14.05	11.63	7.48	13.09	16.96	18.47	14.39	15.84	16.60	31.38	1899
7.06	17.88	25.90	11.89	13.73	11.69	10.53	8.29	10.80	15.44	20.09	9.97	12.43	10.02	10.07	11.98	15.23	17.98	8.61	10.97	15.47	56.32	1900

LOCOMOTIVE.

7.86	11.38	24.57	15.46	9.05	13.20	14.19	17.19	15.31	19.52	27.70	20.29	18.89	19.23	...	...	...	...	16.94	...	...	19.68	1896
8.92	10.89	21.08	20.48	8.78	11.96	14.52	16.65	16.82	20.23	42.37	18.69	17.68	18.17	17.13	...	...	...	17.27	...	...	20.74	1897
9.49	11.25	15.42	29.77	8.98	10.08	14.19	17.20	17.22	21.44	37.57	20.12	18.71	20.94	17.84	18.06	...	15.46	18.05	12.27	12.13	17.15	1898
9.39	11.44	16.13	25.18	16.62	10.14	14.47	15.49	15.80	21.74	18.04	20.25	20.63	20.84	11.48	20.44	14.97	14.45	19.38	12.26	14.53	19.33	1899
10.72	11.25	14.92	32.55	11.22	9.79	20.02	15.54	16.11	21.71	28.09	17.85	20.61	28.44	9.97	19.15	15.21	15.86	18.52	14.46	13.00	19.22	1900

CARRIAGE AND WAGON.

2.35	6.79	5.13	4.55	3.07	4.73	2.10	4.53	2.56	4.41	5.52	6.14	5.46	2.51	...	...	...	...	7.12	...	...	15.21	1896
1.23	5.94	2.43	2.29	2.63	3.51	2.08	4.50	3.11	4.11	9.33	5.49	4.53	2.70	3.18	...	...	...	6.28	...	...	4.30	1897
1.92	5.57	3.40	8.18	2.25	3.33	1.90	2.24	3.28	5.98	7.32	6.02	4.77	4.07	3.82	3.31	...	5.58	5.87	4.72	4.73	5.12	1898
2.42	5.35	3.20	15.84	2.48	3.57	1.68	5.08	2.95	6.35	3.35	5.55	4.71	4.07	3.84	5.43	4.53	8.00	7.14	3.84	4.26	22.43	1899
2.05	5.46	3.60	10.61	3.21	3.85	2.48	1.82	3.08	6.07	6.39	5.62	4.89	4.03	2.50	4.26	3.65	7.36	8.09	3.54	2.90	7.87	1900

TRAFFIC.

10.76	6.29	17.79	16.16	7.65	9.25	5.48	7.53	9.44	9.89	19.19	9.01	10.78	11.08	...	...	...	...	7.34	...	...	20.52	1896
10.48	6.39	16.91	17.25	7.72	9.75	5.94	8.21	10.46	9.62	28.56	8.97	10.18	10.37	15.83	...	...	...	8.03	...	...	24.11	1897
11.02	6.18	12.58	17.60	7.59	8.40	5.21	8.75	10.77	11.58	23.36	9.44	10.75	10.02	17.64	23.78	...	17.73	7.70	16.40	23.24	19.64	1898
11.19	6.20	12.82	16.31	7.21	7.65	4.09	8.48	9.62	11.11	10.07	8.93	10.35	10.02	10.62	24.18	34.63	16.46	9.45	17.89	27.94	19.52	1899
10.11	6.44	13.58	15.96	8.42	7.89	5.55	6.76	9.51	10.60	17.24	8.52	9.27	11.16	12.59	20.84	28.22	16.99	8.56	18.34	26.13	21.95	1900

GENERAL.

11.94	12.13	21.82	8.54	6.80	12.54	3.21	5.82	9.41	8.92	35.00	7.98	6.68	9.69	...	...	...	...	9.59	...	...	9.60	1896
10.94	9.78	25.11	8.14	6.43	11.48	3.29	6.09	9.73	9.16	55.02	6.75	6.99	8.61	31.38	...	...	...	9.92	...	...	11.18	1897
10.78	9.60	17.38	7.84	6.24	9.74	3.21	9.79	10.61	12.52	41.29	7.29	7.63	10.60	30.05	17.01	...	14.77	9.89	10.20	15.01	11.50	1898
9.03	8.73	20.48	7.07	5.85	8.67	2.74	6.37	9.33	10.74	16.72	7.16	7.77	10.60	24.59	18.18	10.75	13.86	11.47	5.17	7.44	12.54	1899
7.05	8.59	18.14	6.74	6.30	8.76	8.25	5.54	8.61	9.20	28.73	7.25	6.22	7.71	29.63	15.66	9.62	13.83	9.04	4.67	7.90	12.35	1900

PROPORTION OF TOTAL WORKING EXPENSES\* TO GROSS EARNINGS.

51.26	51.76	94.63	61.68	43.97	63.48	36.69	60.25	50.71	56.69	126.55	57.25	60.76	53.06	...	...	...	...	53.27	...	...	84.73	1896
49.27	63.93	92.71	63.22	43.78	59.18	34.67	65.18	55.82	57.03	189.46	53.15	55.25	50.49	79.99	...	...	...	55.29	...	...	85.32	1897
57.40	65.79	95.83	79.43	43.37	51.53	40.55	57.33	58.67	70.17	149.87	54.91	57.87	56.41	81.15	71.64	...	76.49	53.89	58.36	72.12	79.03	1898
56.63	48.86	80.08	79.93	46.67	50.09	38.99	50.21	51.92	67.73	71.24	52.66	59.45	59.56	58.63	81.57	81.84	72.51	64.08	55.02	70.77	106.16	1899
44.42	49.96	78.69	78.86	49.21	47.97	44.39	41.59	50.26	64.78	120.04	50.49	55.62	62.49	65.89	72.63	71.95	73.12	55.23	51.99	64.71	118.07	1900

N.B.—Excludes Cherra Companyganj (2' 6" gauge) railway which has been closed from 25th March 1900 and subsequently abandoned.

# Appendix 23.

## Mileage expenses.

APPEN

Working expenses per mile

(Referred to in paragraph

Note.—A reference to Appendix 2 will furnish the key

GAUGE.		5' 6"														3' 3"					
CLASS : No.		1	2	3	4	5	6	7	8			9		10		11		12		13	14
Calendar year.	E. I.	E. B. system		B. C.	B. N.	E. C.	P. T.	O. & R.	N. W. system			G. I. P. system.		S. B. & C. I. system		N. G. S. system.		Madras system.		B. D.	D. S.
		5' 6" gauge.	Other gauges						Com. sec.	Mily sec.	Total.	G. I. P. (a) to (e)	I. M. (f) to (g)	S. B. & C. I. (a) to (d) & (i) & (k)	R. M. (e) to (i)	N. G. S. (a) & (b)	H. G. V. (c)	M (a) & (b)	N. (c)		
ENGINEERING DEPARTMENT																					
1896 . .	2,477	2,889	958	1,200	1,013	997	2,814	1,609	2,509	1,457	2,181	3,184	695	4,100	1,020	1,522	...	1,519	...	577	1,252
1897 . .	2,323	3,024	1,093	1,410	935	791	4,104	1,526	2,215	1,438	1,977	3,089	704	4,652	1,111	1,632	...	1,594	...	742	3,325
1898 . .	2,293	2,710	1,320	1,318	1,031	935	4,753	1,256	1,806	1,347	1,681	2,678	778	3,075	1,092	1,308	...	1,401	...	989	3,216
1899 . .	2,792	5,134	1,154	1,297	1,088	886	4,024	1,281	1,488	1,789	1,746	2,72	870	3,118	1,480	1,330	...	1,403	2,501	742	1,806
1900 . .	3,01	4,955	1,151	1,365	1,013	1,134	4,063	1,514	1,130	1,208	1,295	1,977	845	3,556	1,733	2,252	711	1,637	...	406	2,033
LOCOMOTIVE DEPARTMENT.																					
1896 . .	2,698	2,259	1,081	976	1,171	1,351	5,158	1,371	2,775	1,270	2,290	4,928	1,231	4,840	2,006	1,263	...	2,404	...	577	955
1897 . .	2,555	4,568	1,003	1,125	1,039	1,322	5,172	1,558	2,699	1,102	2,211	4,677	1,360	4,210	1,781	1,330	...	2,430	...	714	1,020
1898 . .	3,054	3,121	1,042	962	1,006	1,231	5,621	1,307	2,671	1,067	2,233	5,009	1,390	4,356	1,953	1,415	...	2,405	...	714	1,108
1899 . .	3,193	3,405	1,008	1,053	1,040	1,143	4,991	1,232	2,792	1,117	2,30	5,24	1,531	4,431	2,162	1,532	543	2,808	3,211	711	1,241
1900 . .	3,477	3,864	1,061	1,057	1,378	1,470	8,198	1,832	2,695	1,183	2,261	5,268	1,640	4,521	2,651	1,640	751	2,662	3,23	616	1,279
CARRIAGE AND WAGON DEPARTMENT.																					
1896 . .	870	1,345	334	352	295	156	2,110	824	742	231	583	1,072	279	1,094	497	310	...	733	...	165	568
1897 . .	971	1,045	304	175	318	195	2,697	793	512	143	399	1,441	311	1,622	498	333	...	718	...	82	557
1898 . .	946	1,244	322	394	278	245	3,205	478	592	150	472	2,476	334	1,598	487	364	...	556	...	137	549
1899 . .	981	1,699	304	337	243	226	2,433	790	613	161	485	1,590	397	2,043	504	323	29	525	235	192	581
1900 . .	1,012	1,733	395	205	297	250	5,828	638	548	171	441	1,192	327	1,070	761	375	51	571	207	118	621
TRAFFIC DEPARTMENT.																					
1896 . .	1,769	3,510	861	928	627	616	13,257	942	1,187	527	971	1,95	52	1,523	833	733	...	1,026	...	797	529
1897 . .	1,904	3,780	848	996	640	679	13,805	898	1,112	504	926	1,084	557	1,713	843	750	...	986	...	824	599
1898 . .	2,028	4,043	931	1,032	637	672	15,445	826	1,035	451	875	2,000	54	1,720	867	747	...	1,016	...	821	609
1899 . .	2,108	4,056	940	942	631	670	15,005	886	1,050	451	88	2,063	548	1,574	86	774	297	1,012	476	852	673
1900 . .	2,155	4,150	940	1,084	742	737	20,69	948	1,018	456	855	2,12	551	1,568	953	791	376	1,038	572	581	733
GENERAL CHARGES.																					
1896 . .	975	1,211	444	888	782	432	1,755	536	521	293	450	892	554	1,031	751	863	...	687	...	879	1,006
1897 . .	1,002	1,429	444	934	643	542	1,825	477	497	271	427	911	554	1,002	626	827	...	677	...	852	916
1898 . .	1,002	1,434	462	1,062	631	582	2,645	435	461	260	410	899	520	921	720	753	...	668	...	797	945
1899 . .	1,041	1,448	446	1,039	638	505	2,339	457	480	254	416	878	503	814	622	761	174	690	166	687	948
1900 . .	1,049	1,450	455	1,068	668	533	2,568	472	479	279	422	942	472	747	570	728	294	724	226	406	97
TOTAL WORKING EXPENSES.*																					
1896 . .	9,313	11,867	3,821	4,678	3,990	3,62	26,026	5,427	7,908	3,782	6,621	12,780	3,612	13,334	5,080	4,768	...	6,583	...	3,159	4,323
1897 . .	9,409	16,440	3,83	5,182	3,723	3,525	29,701	5,488	7,208	3,502	6,074	12,509	3,834	13,576	4,910	5,024	...	6,577	...	3,279	6,460
1898 . .	10,242	14,087	4,215	5,051	3,800	3,710	32,671	4,56	6,725	3,317	5,795	13,626	3,847	12,239	5,000	4,813	...	6,317	...	4,176	6,476
1899 . .	11,031	16,700	4,015	5,025	3,781	3,516	27,788	4,913	6,632	3,722	5,795	13,102	4,102	12,470	5,785	5,417	1,044	6,579	6,937	3,324	5,301
1900 . .	11,511	17,002	4,197	5,637	4,370	4,291	42,164	5,599	6,270	3,351	5,436	12,002	4,255	13,193	6,853	6,167	2,200	6,907	4,461	2,178	5,720

\* Includes special and miscellaneous expenditure, direct charges.

N.B.—Excludes Cherra-Companyganj railway which



# Appendix 24.

## Train-mile expenses.

APPEN

### Working expenses per train-mile

(Referred to in paragraph

N.B.—A reference to Appendix 2 will furnish the key

GAUGE.	5' 6"												3' 3"							
CLASS. No.	1	2		3	4	5	7	8			9 G. I. P. SYSTEM.		10 B. B. & C. I. SYSTEM.		11 NIZAM'S GTD. STATE.		12 MADRAS SYSTEM.		13	14
Calendar year.	E. I.	EASTERN BENGAL SYST. M.		B. C.	B. N.	E. C.	O and R	NORTH WESTERN SYSTEM			G. I. P. (a) to (e).	I. M. (f) to (i).	J. B. & C. I. (a) to (d) & (j) & (j).	R. M. (e) to (h).	N. G. S. (a) & (b).	H. G. V. (c).	M. (a) & (b).	Nilgiri (c).	B. D.	D. S.
		5' 6" gauge (a)	Other gauges (b) to (e).					Coml sec.	Mily. sec.	Total										

### ENGINEERING DEPARTMENT.

1896	0'39	0'40	0'32	0'46	0'57	0'54	0'53	0'67	0'93	0'71	0'53	0'41	0'88	0'34	0'65	...	0'51	...	0'45	0'51
1897	0'34	0'37	0'38	0'39	0'45	0'42	0'56	0'59	1'07	0'66	0'51	0'38	1'06	0'40	0'61	...	0'49	...	0'43	1'28
1898	0'32	0'42	0'43	0'44	0'49	0'55	0'44	0'40	1'04	0'56	0'42	0'40	0'72	0'35	0'49	...	0'49	...	0'78	1'10
1899	0'37	0'68	0'37	0'44	0'54	0'47	0'41	0'42	1'32	0'53	0'43	0'42	0'73	0'43	0'49	...	0'45	0'90	0'69	0'56
1900	0'39	0'64	0'36	0'45	0'37	0'47	0'47	0'41	0'92	0'48	0'31	0'36	0'77	0'44	0'62	0'45	0'49	...	0'42	0'71

### LOCOMOTIVE DEPARTMENT.

1896	0'43	0'45	0'36	0'38	0'64	0'74	0'45	0'73	0'78	0'74	0'81	0'72	1'05	0'67	0'58	...	0'84	...	0'46	0'39
1897	0'37	0'57	0'35	0'35	0'50	0'69	0'60	0'72	0'82	0'74	0'77	0'73	0'96	0'63	0'52	...	0'82	...	0'42	0'42
1898	0'42	0'41	0'34	0'32	0'53	0'72	0'49	0'73	0'83	0'74	0'79	0'72	1'03	0'60	0'53	...	0'80	...	0'55	0'40
1899	0'43	0'45	0'32	0'37	0'52	0'60	0'41	0'78	0'87	0'79	0'83	0'74	1'01	0'63	0'57	0'62	0'89	1'16	0'65	0'42
1900	0'45	0'51	0'33	0'35	0'50	0'61	0'57	0'84	0'90	0'85	0'84	0'72	0'95	0'68	0'49	0'48	0'62	1'42	0'64	0'45

### CARRIAGE AND WAGON DEPARTMENT.

1896	0'14	0'18	0'12	0'13	0'17	0'08	0'27	0'20	0'15	0'19	0'18	0'16	0'24	0'17	0'14	...	0'25	...	0'14	0'23
1897	0'13	0'13	0'10	0'05	0'15	0'10	0'30	0'14	0'11	0'10	0'25	0'17	0'37	0'16	0'13	...	0'23	...	0'06	0'23
1898	0'13	0'17	0'10	0'13	0'13	0'14	0'18	0'16	0'12	0'16	0'39	0'17	0'38	0'16	0'13	...	0'19	...	0'11	0'20
1899	0'13	0'23	0'10	0'11	0'12	0'12	0'27	0'17	0'13	0'17	0'25	0'19	0'47	0'15	0'12	0'03	0'17	0'68	0'17	0'19
1900	0'13	0'22	0'12	0'07	0'11	0'10	0'20	0'17	0'13	0'16	0'10	0'14	0'43	0'20	0'09	0'03	0'17	0'09	0'12	0'22

### TRAFFIC DEPARTMENT.

1896	0'28	0'48	0'29	0'36	0'34	0'33	0'31	0'31	0'34	0'32	0'32	0'31	0'39	0'28	0'34	...	0'35	...	0'63	0'21
1897	0'28	0'47	0'30	0'31	0'31	0'33	0'33	0'30	0'37	0'31	0'32	0'30	0'39	0'30	0'29	...	0'31	...	0'49	0'25
1898	0'28	0'53	0'30	0'34	0'30	0'39	0'29	0'28	0'35	0'29	0'32	0'28	0'40	0'28	0'28	...	0'31	...	0'64	0'22
1899	0'23	0'54	0'30	0'32	0'31	0'35	0'29	0'30	0'35	0'30	0'32	0'26	0'36	0'25	0'29	0'34	0'32	0'17	0'78	0'23
1900	0'28	0'55	0'29	0'35	0'27	0'30	0'30	0'32	0'35	0'32	0'34	0'24	0'34	0'24	0'24	0'24	0'31	0'25	0'60	0'26

### GENERAL CHARGES.

1896	0'16	0'17	0'15	0'34	0'37	0'23	0'17	0'14	0'19	0'14	0'15	0'32	0'22	0'21	0'39	...	0'23	...	0'69	0'42
1897	0'15	0'18	0'15	0'29	0'31	0'28	0'17	0'13	0'20	0'14	0'15	0'29	0'23	0'22	0'32	...	0'22	...	0'51	0'38
1898	0'14	0'19	0'15	0'35	0'30	0'34	0'15	0'13	0'20	0'14	0'14	0'26	0'22	0'20	0'28	...	0'22	...	0'62	0'35
1899	0'14	0'19	0'14	0'35	0'31	0'26	0'15	0'13	0'20	0'14	0'14	0'24	0'19	0'18	0'28	0'20	0'22	0'06	0'63	0'33
1900	0'14	0'19	0'14	0'34	0'24	0'22	0'15	0'15	0'21	0'16	0'15	0'21	0'16	0'14	0'21	0'19	0'22	0'10	0'42	0'34

### TOTAL WORKING EXPENSES.\*

1896	1'50	1'90	1'29	1'80	2'19	1'96	1'78	2'10	2'43	2'14	2'11	2'11	2'88	1'71	2'22	...	2'22	...	2'48	1'77
1897	1'36	1'98	1'33	1'60	1'79	1'85	2'06	1'92	2'60	2'03	2'09	2'05	3'08	1'75	2'02	...	2'12	...	1'95	2'57
1898	1'42	1'84	1'38	1'74	1'80	2'17	1'65	1'83	2'57	1'91	2'20	1'97	2'88	1'61	1'90	...	2'06	...	1'88	2'28
1899	1'46	2'20	1'28	1'70	1'87	1'85	1'61	1'85	2'92	1'98	2'11	1'98	2'86	1'68	2'01	1'19	2'09	2'51	2'99	1'71
1900	1'50	2'27	1'31	1'84	1'58	1'77	1'75	1'95	2'55	2'04	1'95	1'86	2'85	1'74	1'74	1'41	2'10	1'96	2'25	1'99

\* Includes special and miscellaneous expenditure direct  
N.B.—Excludes Cherra-Company's



DIX 24.

Appendix 24,  
Train-mile expenses.

on each railway (by systems).

30 of Report.)  
to the code letters used to express railway systems.

3' 31".										2' 6".					2' 0".				GAUGE.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	32	33	34	35	CLASS : No.
A. B.	Deo- ghar.	B. & N. W.	R. & K.	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	Bur- ma.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	D. H.	H. A.	H. S.	Jnr- bat.	Calendar year.

ENGINEERING DEPARTMENT.

0'56	0'39	0'38	0'40	0'36	0'64	0'44	0'32	0'79	0'32	0'51	0'24	...	...	...	...	0'45	...	...	0'57	1896.
0'64	0'31	0'35	0'37	0'24	0'78	0'46	0'29	1'05	0'32	0'44	0'24	0'11	...	...	...	0'48	...	...	0'74	1897.
1'30	0'31	0'34	0'37	0'47	0'62	0'50	0'44	0'98	0'27	0'43	0'23	0'09	0'11	...	0'58	0'48	0'55	0'36	0'86	1898.
0'70	0'34	0'36	0'39	0'43	0'46	0'44	0'41	0'50	0'24	0'42	0'27	0'67	0'12	0'38	0'55	0'63	0'56	0'34	1'00	1899.
0'74	0'27	0'36	0'34	0'31	0'40	0'37	0'38	0'80	0'29	0'40	0'19	1'06	0'12	0'37	0'52	0'37	0'37	0'35	1'81	1900.

LOCOMOTIVE DEPARTMENT.

0'57	0'38	0'29	0'36	0'31	0'49	0'56	0'48	1'14	0'53	0'58	0'45	...	...	...	...	0'74	...	...	0'60	1896.
0'52	0'46	0'26	0'32	0'47	0'45	0'59	0'46	1'49	0'49	0'55	0'45	0'18	...	...	...	0'79	...	...	0'65	1897.
0'44	0'62	0'26	0'30	0'47	0'57	0'58	0'57	1'51	0'51	0'57	0'44	0'18	0'16	...	0'42	0'86	0'45	0'25	0'57	1898.
0'43	0'57	0'29	0'30	0'55	0'64	0'58	0'57	0'89	0'52	0'62	0'48	1'00	0'20	0'33	0'42	0'84	0'44	0'31	0'63	1899.
0'43	0'74	0'29	0'29	0'56	0'75	0'55	0'54	1'12	0'51	0'67	0'53	1'29	0'19	0'33	0'45	0'79	0'49	0'24	0'63	1900.

CARRIAGE AND WAGON DEPARTMENT.

0'12	0'11	0'10	0'13	0'08	0'13	0'10	0'11	0'23	0'16	0'17	0'06	...	...	...	...	0'31	...	...	0'47	1896.
0'06	0'05	0'08	0'09	0'07	0'12	0'11	0'09	0'33	0'14	0'14	0'07	0'03	...	...	...	0'29	...	...	0'13	1897.
0'09	0'17	0'06	0'09	0'06	0'07	0'11	0'16	0'29	0'15	0'14	0'09	0'03	0'03	...	0'16	0'28	0'18	0'11	0'18	1898.
0'08	0'35	0'07	0'11	0'06	0'21	0'11	0'17	0'17	0'14	0'14	0'09	0'29	0'06	0'10	0'21	0'31	0'14	0'08	0'73	1899.
0'10	0'24	0'08	0'11	0'07	0'06	0'11	0'15	0'25	0'16	0'16	0'08	0'35	0'04	0'17	0'21	0'35	0'12	0'06	0'22	1900.

TRAFFIC DEPARTMENT.

0'42	0'40	0'25	0'25	0'19	0'21	0'35	0'24	0'73	0'23	0'33	0'26	...	...	...	...	0'32	...	...	0'60	1896.
0'42	0'39	0'23	0'26	0'19	0'22	0'36	0'22	1'00	0'23	0'31	0'25	0'17	...	...	...	0'37	...	...	0'74	1897.
0'35	0'36	0'22	0'25	0'18	0'27	0'37	0'31	0'90	0'24	0'33	0'25	0'18	0'24	...	0'48	0'37	0'61	0'50	0'68	1898.
0'34	0'37	0'20	0'23	0'15	0'35	0'35	0'29	0'49	0'23	0'31	0'23	0'94	0'22	0'76	0'48	0'41	0'63	0'56	0'63	1899.
0'33	0'36	0'22	0'23	0'16	0'33	0'33	0'26	0'69	0'24	0'30	0'21	1'35	0'21	0'67	0'48	0'30	0'63	0'59	0'70	1900.

GENERAL CHARGES.

0'51	0'21	0'22	0'34	0'11	0'17	0'34	0'22	1'43	0'19	0'21	0'22	...	...	...	...	0'42	...	...	0'30	1896.
0'62	0'19	0'19	0'30	0'10	0'16	0'33	0'21	1'93	0'18	0'22	0'21	0'34	...	...	...	0'45	...	...	0'35	1897.
0'49	0'16	0'18	0'29	0'10	0'28	0'36	0'33	1'66	0'18	0'23	0'22	0'31	0'18	...	0'42	0'47	0'37	0'31	0'39	1898.
0'54	0'16	0'16	0'26	0'10	0'26	0'34	0'28	0'82	0'19	0'23	0'25	2'11	0'17	0'24	0'39	0'50	0'18	0'14	0'40	1899.
0'52	0'17	0'17	0'26	0'09	0'27	0'30	0'23	1'14	0'20	0'20	0'15	3'18	0'15	0'23	0'39	0'31	0'16	0'15	0'41	1900.

TOTAL WORKING EXPENSES.\*

2'21	1'52	1'31	1'73	1'31	1'72	1'86	1'40	4'52	1'45	1'84	1'23	...	...	...	...	2'32	...	...	2'53	1896.
2'30	1'43	1'18	1'58	1'13	1'76	1'91	1'30	5'95	1'38	1'70	1'25	0'85	...	...	...	2'47	...	...	2'65	1897.
2'70	1'64	1'12	1'53	1'27	1'82	1'99	1'86	5'41	1'38	1'74	1'25	0'83	0'72	...	2'13	2'56	2'18	1'53	2'71	1898.
2'12	1'82	1'19	1'50	1'41	2'07	1'90	1'78	2'96	1'36	1'76	1'37	5'11	0'73	1'81	2'09	2'78	1'94	1'44	3'40	1899.
2'23	1'79	1'20	1'40	1'29	2'01	1'73	1'61	4'08	1'43	1'77	1'17	7'41	0'72	1'67	2'12	2'38	1'77	1'44	3'78	1900.

\*Charges, rent of leased lines and contribution to Provident Fund.  
railway which has been closed for traffic from 25th March 1900 and subsequently abandoned.

# Appendix 25.

## Fuel consumption.

# APPENDIX 25.

*Coal and wood fuel consumed by each railway (by systems) and price paid per ton during the Calendar years 1896 to 1900.*

(Referred to in paragraph 33 of Report.)

N.B.—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

Class No.	Railway.	Calendar year.	SOURCES OF SUPPLY. *		DESCRIPTION OF FUEL WITH QUANTITY CONSUMED AND COST PER TON STATED IN TERM OF GIRIDIH BEST STEAM COAL.								CONSUMPTION IN B STATED IN TERM OF GIRIDIH COAL.		
			Name.	Average distance carried in miles. †	FOREIGN COAL.			INDIAN COAL.			WOOD.		Per train mile.	Per Engine mile.	Per 1,000 gross ton miles.
					Quantity in tons.	Cost per ton including freight.	Cost per ton excluding freight.	Quantity in tons.	Cost per ton including freight.	Cost per ton excluding freight.	Quantity in tons.	Cost per ton.			
						Rs.	Rs.		Rs.			Rs.			
1	E. I. .	1896	Bengal and Umaria	257	...	...	...	326,620	...	1'90	...	...	60'93	30'88	165'59
		1897		253	...	...	...	359,600	...	1'88	...	...	60'92	30'49	164'53
		1898		240	...	...	...	379,746	...	2'08	...	...	60'92	30'03	164'68
		1899		241	...	...	...	412,376	...	2'00	...	...	62'37	30'82	167'41
		1900		255	...	...	...	401,034	...	1'97	...	...	63'80	31'09	173'42
2	E. B. S. .	1896	Bengal . . .	†	...	...	...	70,913	9'57	7'78	...	...	40'01	31'98	165'27
		1897		†	...	...	...	61,726	8'44	6'76	...	...	39'73	31'25	156'69
		1898		†	...	...	...	61,241	8'62	6'77	...	...	36'73	27'56	145'87
		1899		†	...	...	...	66,344	9'05	7'17	...	...	36'70	27'42	148'10
		1900		†	...	...	...	66,573	9'65	7'39	...	...	45'03	33'98	180'19
3	B. C. .	1896	Bengal . . .	...	Included with Eastern Bengal State railway.	...	...	8,367	6'50	3'06	...	...	40'43	42'08	192'02
		1897		182	...	...	...	7,868	6'91	3'44	...	...	46'63	40'85	212'09
		1898		184	...	...	...	7,14	7'60	4'05	...	...	40'47	36'61	173'35
		1899		188	...	...	...	7,668	7'65	3'75	...	...	44'82	34'07	151'98
		1900		188	...	...	...	...	...	...	...	...	...	...	...
4	E. N. .	1896	Bengal and Umaria	240	...	...	...	32,777	7'54	4'05	...	...	46'70	48'05	124'75
		1897		247	...	...	...	37,891	6'72	3'39	...	...	47'13	42'12	113'79
		1898		256	...	...	...	41,195	7'04	3'41	...	...	47'61	43'29	141'00
		1899		249	...	...	...	54,389	7'14	4'85	...	...	47'21	43'46	135'46
		1900		249	...	...	...	88,845	6'68	4'00	...	...	59'99	54'32	160'31
5	E. C. .	1896	Bengal and Singareni	188	...	...	...	22,171	8'82	...	...	...	51'62	49'84	177'65
		1897		195	...	...	...	22,014	9'22	...	...	...	48'44	42'27	156'34
		1898		284	...	...	...	18,691	8'7	...	...	...	44'84	38'61	145'00
		1899		220	...	...	...	31,138	8'56	...	...	...	46'36	41'54	149'74
		1900		249	...	...	...	45,565	8'70	...	...	...	52'29	47'75	154'19
6	P. T. .	1896	Bengal . . .	†	...	...	...	2,094	7'10	...	...	...	...	...	...
		1897		†	...	...	...	1,540	6'65	...	...	...	...	...	...
		1898		†	...	...	...	1,474	6'72	...	...	...	...	...	...
		1899		†	...	...	...	1,641	6'60	...	...	...	...	...	...
		1900		†	...	...	...	1,518	6'69	...	...	...	...	...	...
7	O. & R. .	1896	Bengal . . .	532	...	...	...	43,193	9'71	3'97	...	...	39'66	33'74	128'43
		1897		530	...	...	...	40,911	10'61	4'37	...	...	39'00	31'27	120'26
		1898		503	...	...	...	48,336	10'18	3'87	...	...	40'70	34'55	132'05
		1899		525	...	...	...	55,911	9'89	3'43	...	...	40'40	34'53	132'04
		1900		512	...	...	...	73,117	9'95	3'36	...	...	47'67	40'19	169'99
8	N. W. .	1896	England, Bengal, Dandot and Khosht	66	20,704	18'85	...	91,378	17'90	8'81	44,996	10'01	41'83	37'91	132'97
		1897		521	7,406	18'34	...	103,780	16'16	6'70	61,835	10'88	42'98	37'97	137'50
		1898		583	27,066	18'05	...	111,674	14'85	4'69	77,771	10'92	46'19	40'80	131'93
		1899		543	31,513	18'18	...	111,310	17'11	6'50	65,113	11'50	46'69	41'39	136'36
		1900		644	45,825	18'25	...	123,231	17'23	5'40	56,285	11'71	49'60	43'34	157'53
(a) to (e)	G. I. P. .	1896	England, Bengal, Japan, Singareni, Umaria, Warora and Mohpani	220	62,553	14'17	4'87	116,318	11'70	7'21	855	11'17	45'62	39'25	159'06
		1897		233	14,338	...	...	18,218	10'99	6'16	820	12'22	42'70	37'66	158'59
		1898		341	1,545	15'90	7'99	18,089	11'74	6'28	750	11'13	44'66	39'48	146'19
		1899		346	246	15'62	7'77	19,404	11'50	6'32	800	13'79	47'17	41'41	152'37
		1900		384	...	...	...	201,170	11'80	6'43	857	14'92	47'87	41'96	150'83
(f) to (i)	I. M. .	1896	Bengal, Umaria and Mohpani	370	...	...	...	36,494	12'65	5'49	369	7'00	51'50	45'60	163'08
		1897		404	...	...	...	37,961	12'52	5'35	431	6'72	48'19	43'05	151'37
		1898		407	...	...	...	39,181	11'10	5'15	381	6'50	46'77	41'11	142'67
		1899		371	...	...	...	56,945	10'13	5'31	501	5'82	50'43	48'91	170'81
		1900		340	...	...	...	75,374	8'84	5'59	510	6'48	60'42	51'54	166'77
10	B., B. & C. I. .	1896	England, Bengal and Singareni	156	32,107	15'56	...	35,064	16'05	...	541	12'53	58'40	50'57	171'84
		1897		149	26,120	15'45	...	38,183	14'25	...	513	14'21	55'40	47'88	167'11
		1898		171	9,810	17'17	...	57,667	11'09	...	570	11'79	58'83	49'94	157'55
		1899		165	32,015	15'61	...	43,452	17'01	...	1,404	5'49	57'01	49'05	150'63
		1900		164	19,281	17'46	...	63,976	17'65	...	853	9'32	57'90	42'38	142'04
11	N. G. S. .	1896	Singareni	116	...	...	...	18,880	7'70	5'04	...	...	54'40	47'45	149'98
		1897		110	...	...	...	24,558	7'32	5'01	...	...	60'48	53'22	159'33
		1898		105	...	...	...	27,206	6'87	5'06	...	...	64'25	56'86	163'95
		1899		124	...	...	...	25,582	6'91	5'01	...	...	60'89	53'68	149'31
		1900		170	...	...	...	41,362	6'82	4'78	...	...	56'87	50'22	150'08
12	M. .	1896	Bengal and Singareni	†	...	...	...	27,010	16'03	...	31,018	12'70	51'01	43'73	170'17
		1897		†	...	...	...	28,863	15'26	...	11,604	13'28	51'19	42'98	172'61
		1898		†	...	...	...	30,701	15'80	...	28,174	14'01	50'65	42'34	173'18
		1899		7	...	...	...	34,212	15'75	...	27,759	14'03	52'97	43'90	181'94
		1900		8	...	...	...	35,360	16'80	...	29,305	13'37	52'27	43'28	183'25
13	B. D. .	1896	Bengal . . .	†	...	...	...	507	20'86	...	...	...	24'39	21'18	...
		1897		†	...	...	...	777	17'60	...	...	...	26'63	24'05	...
		1898		†	...	...	...	717	16'75	...	...	...	39'13	26'28	...
		1899		†	...	...	...	950	11'60	...	...	...	51'32	41'80	...
		1900		424	...	...	...	1,222	14'90	...	...	...	58'84	45'29	...

\* Of coal only. Wood was supplied locally from various sources. † The distance is reckoned either from the sources of supply or from the places of delivery to several stages. ‡ Prices are given at place of delivery which is the place of storage. § Excludes Cochin Debar (a' 6" gauge). ¶ Includes Godhra-Rutiam-Nagdā (5' 6"), but excludes Gaskwar's Dabhoi and Rajpilla (2' 6"). ¶ Excludes Nāgiri (3' 3½").

## APPENDIX 25—concl'd.

Appendix 25.  
Fuel consumption.

Coal and wood fuel consumed by each railway (by systems) and price paid per ton, etc.—concl'd.

(Referred to in paragraph 33 of Report.)

N.B.—A reference to Appendix 2 will furnish the key to the code letters to express railway systems.

Class No.	Railway.	Calendar year.	SOURCES OF SUPPLY. *		DESCRIPTION OF FUEL WITH QUANTITY CONSUMED AND COST PER TON STATED IN TERM OF GIRIDIH BEST STEAM COAL.							CONSUMPTION IN B STATED IN TERM OF GIRIDIH COAL.				
			Name.	Average distance carried in miles. †	FOREIGN COAL.			INDIAN COAL.			WOOD		Per train mile.	Per Engine mile.	Per 1,000 gross tons miles.	
					Quantity in tons.	Cost per ton including freight.	Cost per ton excluding freight.	Quantity in tons.	Cost per ton including freight.	Cost per ton excluding freight.	Quantity in tons.	Cost per ton.				
						Rs.	Rs.		Rs.		Rs.					
14	D. S.	1896	Assam . . .	‡	...	...	...	3,359	6 78	...	7	3 41	39 91	28 58	...	
		1897			...	...	...	4,437	6 72	...	6	4 50	45 05	32 8	...	
		1898			...	...	...	4,671	6 80	...	9	5 41	47 87	35 06	...	
		1899			...	...	...	5,826	6 80	...	8	5 12	51 25	30 25	...	
		1900			...	...	...	5,987	6 33	...	14	6 07	59 33	38 91	...	
15	A. B.	1896	Bengal and Assam .	{	56	...	...	4,445	15 93	...	...	...	37 10	30 11	108 34	
		1897			61	...	...	7,161	12 43	...	10	7 90	40 19	13 13	208 12	
		1898			80	...	...	7,622	7 97	...	...	...	36 8	30 53	156 35	
		1899			80	...	...	8,991	10 59	...	...	...	32 96	28 07	120 72	
		1900			66	...	...	8,802	10 53	...	...	...	3 91	28 29	147 57	
16	D.	1896	Bengal . . .	{	46	...	...	2 1	6 19	...	...	...	46 15	46 15	562 24	
		1897			46	...	...	330	4 00	...	...	...	55 21	55 23	739 10	
		1898			46	...	...	293	3 10	...	...	...	42 73	42 7	650 32	
		1899			118	...	...	195	5 00	...	...	...	45 40	45 40	467 64	
		1900			118	...	...	3 8	5 00	...	...	...	48 00	4 00	731 00	
17	B. & N. W.	1896	Bengal . . .	{	237	...	...	19,777	7 51	4 81	3,244	3 28	28 40	21 84	135 89	
		1897			251	...	...	13,249	6 01	3 24	3,923	3 26	27 35	25 37	131 11	
		1898			274	...	...	28,176	5 40	2 70	5,111	3 30	20 36	27 6	155 82	
		1899			294	...	...	40,700	6 17	3 17	4,268	3 30	33 13	30 18	174 59	
		1900			301	...	...	54,732	6 30	3 35	4,119	3 56	32 74	28 07	177 51	
18	R. & K.	1896	Bengal . . .	{	660	...	...	262	16 10	...	5,892	7 7	29 87	21 06	150 24	
		1897			664	...	...	274	1 06	...	4,904	8 10	24 01	20 64	146 17	
		1898			669	...	...	269	14 50	...	5,111	8 06	24 11	20 03	134 04	
		1899			661	...	...	274	11 52	...	5,814	8 03	23 67	19 46	139 92	
		1900			609	...	...	293	10 32	...	6,232	7 57	25 29	20 61	153 61	
19	R. M.	1896	England, Bengal and Singareni	{	684	10,820	21 12	18 02	85,112	15 82	5 86	586	12 69	31 62	12 58	160 23
		1897			670	9,556	21 87	18 02	73,71	15 96	5 69	597	12 3	33 03	28 64	157 29
		1898			697	851	22 5	18 02	51,417	15 55	5 62	608	12 3	33 95	29 11	147 06
		1899			739	26,277	20 51	15 27	83,414	15 43	5 8	895	12 54	35 15	31 89	155 66
		1900			553	16,516	20 44	16 24	104,66	19 03	10 57	900	12 50	35 24	31 37	146 66
20	J. B.	1896	Bengal, Singareni and Palana . .	{	980	...	...	4,143	22 57	...	...	...	27 74	26 09	148 63	
		1897			983	...	...	4,013	20 87	...	...	...	27 11	25 7	148 78	
		1898			900	...	...	5,15	20 38	...	...	...	24 27	23 14	124 93	
		1899			994	...	...	8,801	21 11	...	...	...	31 68	22 84	174 12	
		1900			913	...	...	9,802	20 00	...	...	...	35 04	33 33	191 67	
21	U. C.	1896	Bengal, Warora and Muihpani . .	{	...	Included with Rajputana-Malwa.					...	...	...	...	...	
		1897			913	...	...	56	27 10	...	3	15 33	27 31	21 93	166 69	
		1898			1,050	...	...	715	26 20	...	2	8 00	31 90	28 00	160 84	
		1899			1,012	...	...	1,202	25 44	...	1	20 00	40 95	37 47	150 23	
		1900			...	...	...	...	...	...	...	...	...	...	...	
22	B. G. J. P.	1896	England and Bengal	{	60	6,738	22 00	17 25	1,122	17 50	12 75	46	20 54	30 51	28 56	201 67
		1897			91	6,605	24 50	19 75	1,577	17 00	12 23	34	20 47	30 81	27 87	182 25
		1898			69	4,101	25 00	20 21	4,115	17 00	12 25	27	17 13	31 30	28 63	192 43
		1899			68	5,008	25 00	20 25	3,000	17 25	12 50	34	9 62	29 31	27 74	174 88
		1900			58	2,116	...	...	6,882	17 75	12 00	39	29 62	30 19	27 71	181 34
23	S. M.	1896	Singareni . . .	{	485	...	...	...	33,062	15 60	5 40	10,970	10 84	32 55	30 06	197 64
		1897			465	...	...	...	30,534	15 27	5 40	20,799	10 85	32 86	30 31	186 47
		1898			480	...	...	...	29,091	15 87	5 40	12,118	10 46	34 40	30 81	186 60
		1899			469	...	...	...	30,26	14 76	6 00	13,711	10 40	34 4	30 61	179 66
		1900			463	...	...	...	37,619	16 16	6 00	17,061	10 40	35 05	31 27	190 88
24	W. I. P.	1896	England . . .	{	...	...	...	...	...	...	1,310	...	41 42	39 90	248 92	
		1897			247	...	...	...	...	...	718	...	60 54	67 37	461 61	
		1898			40	...	...	...	...	...	94	...	41 72	39 97	284 75	
		1899			81	...	...	...	...	...	1,073	...	39 49	37 45	221 90	
		1900			17	...	...	...	...	...	1,411	...	38 12	37 07	252 31	
25	S. I.	1896	Bengal and Singareni . .	{	104	...	...	...	32,881	19 41	...	13,187	13 73	20 50	25 05	180 41
		1897			64	...	...	...	42,691	14 53	...	11,065	13 64	23 08	28 28	208 66
		1898			60	...	...	...	36,090	14 91	...	13,674	13 76	31 31	26 16	158 68
		1899			51	...	...	...	41,318	15 52	...	4,370	11 32	30 11	26 12	190 22
		1900			57	...	...	...	42,130	15 91	...	814	10 37	29 56	26 53	181 21
26	B.	1896	England, Bengal and Burma . .	{	105	...	...	...	29,605	14 17	...	7,616	7 51	33 68	29 21	179 98
		1897			105	...	...	...	35,293	12 61	...	7,710	9 48	34 32	29 46	177 54
		1898			105	365	31 60	39,474	12 08	...	8,89	9 12	26 48	30 78	190 62	
		1899			105	874	31 60	40,902	13 02	...	11,440	9 46	39 34	33 38	202 01	
		1900			123	139	...	...	52,103	14 26	...	17,042	9 63	45 36	37 44	249 18
27	M. R. W.	1896	England and Bengal	{	1,636	26 06	18 06	...	...	...	...	...	22 07	20 02	...	
		1897			1,954	27 62	19 62	...	...	...	...	...	25 32	24 35	...	
		1898			1,585	28 0	20 70	263	26 80	17 21	...	...	24 45	23 43	...	
		1899			1,530	27 00	18 00	374	31 20	17 21	...	...	21 15	22 61	...	
		1900			1,816	30 56	22 56	1,157	30 53	16 17	13	27 86	29 64	28 78	...	
28	D. H.	1896	Bengal . . .	{	404	...	...	...	3,182	15 33	...	...	...	39 90	39 90	...
		1897			404	...	...	...	7,46	16 77	...	...	...	36 06	36 06	...
		1898			404	...	...	...	3,252	13 57	...	...	...	45 94	45 94	...
		1899			401	...	...	...	3,067	15 12	...	...	...	41 72	41 72	...
		1900			404	...	...	...	3,385	15 34	...	...	...	49 24	40 24	...

\* Of coal only. Wood was supplied locally from various sources. † The distance is reckoned either from the sources of supply, or from the places of delivery to several storages. ‡ Prices are given at the place of delivery which is the place of storage. § Excludes Godhra-Ratnam-Nagda (5 6). ¶ Not known. N.B.—Information is not available for railways not mentioned in this statement.

Appendix 26.  
Coal production.

## APPENDIX 26.

*Coal produced in India during the Calendar years 1885 to 1900.*

(Referred to in paragraph 33 of Report.)

YEARS.	PROVINCES.												Quantity of Indian coal taken by railways in India.	Quantity of Indian coal exported from India.	Quantity of foreign coal imported into India.
	Bengal	Central Provinces.	Assam.	Central India.	Nizam's territory.	Punjab.	Balu-chistan.	Rajputana (Bikaner).	Madras.	Burma.	North-Western Provinces & Oudh.	Total.			
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885	1,123,700	119,116	43,707	7,698	...	...	...	...	...	...	...	1,294,221	486,716	500	746,127
1886	1,186,802	117,287	70,859	13,539	...	...	...	...	...	...	...	1,388,487	470,075	199	739,812
1887	1,319,090	128,981	89,302	15,497	3,259	7,523	411	...	...	...	...	1,564,063	488,774	315	810,489
1888	1,380,594	157,768	101,528	41,520	13,382	11,249	2,802	...	...	...	...	1,708,903	551,770	15,796	813,891
1889	1,541,356	144,465	116,676	52,956	59,646	22,835	8,238	...	...	...	...	1,946,172	715,240	39,972	552,971
1890	1,626,245	137,022	145,708	77,842	125,486	40,677	15,541	...	...	...	...	2,168,521	654,829	26,336	760,366
1891	1,747,122	144,736	154,208	69,741	144,668	60,714	10,368	...	20	...	...	2,328,577	797,142	4,515	716,665
1892	1,920,050	132,005	164,050	88,623	149,601	66,352	13,284	...	61	3,670	...	2,517,696	885,493	15,725	627,070
1893	1,902,866	135,118	164,420	94,348	157,421	77,294	20,094	...	502	9,938	...	2,562,001	924,900	52,302	531,043
1894	2,035,934	140,495	169,448	132,837	240,325	66,467	24,753	...	1,337	12,111	...	2,823,907	1,062,748	53,665	775,017
1895	2,716,135	122,776	172,717	118,479	292,915	72,493	25,458	...	1,737	17,289	...	3,540,019	1,119,621	80,823	734,366
1896	3,037,920	141,185	177,259	115,386	262,681	79,017	26,257	...	...	22,993	1,000	3,883,698	1,182,051	136,719	397,098
1897	3,142,497	131,629	185,533	124,778	365,550	92,792	12,043	...	...	11,472	...	4,066,294	1,332,043	212,855	230,897
1898	3,622,090	149,709	200,329	134,726	394,622	85,862	13,372	511	...	6,975	...	4,608,196	1,422,103	327,104	306,499
1899	4,035,265	156,576	225,623	164,569	401,216	81,835	15,822	4,249	...	8,105	...	5,093,260	1,557,000	304,586	317,455
1900	4,954,965	173,115	216,736	164,489	469,291	74,083	23,281	9,240	...	10,228	...	6,095,428	1,855,610	541,445	83,236

\* Relates to official years.

## APPENDIX 27.

*Collieries owned and worked by Railways or the State.*

(Referred to in paragraph 34 of Report.)

PARTICULARS.	KURHURBAREE AND SERAMPORE.		WARORA.		DANDOT.		KHOSH.		REMARKS.
	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	
Name of owner . . .	East Indian Railway.		State		North State	Western Railway.	North State	Western Railway.	
Capital outlay . . Rs.	14,21,651*	15,09,261*	17,14,745	16,65,993	4,40,192	4,40,192	58,160	1,44,989	* This outlay is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1890.
Output { Large Coal Tons.	387,990	440,923	105,672	105,873	53,743	44,408	7,119	10,392	
Small Coal Tons.	32,591	31,530	27,308	27,357	3,513	4,769	820	1,003	
Slack Coal Tons.	41,951	55,921	...	...	23,963	24,906	3,729	6,269	
Total Tons.	462,532	528,374	132,980	133,230	81,219	74,083	11,688	17,664	
Quantity issued . Tons.	419,208	472,576	119,395	120,338	81,219	74,083	11,688	17,664	
Earnings . . Rs.	9,58,610	10,57,067	6,02,897	6,07,603	7,59,091	7,14,417	1,57,236	2,44,355	
Working expenses . Rs.	9,12,697	10,57,067	4,14,912	4,04,080	4,56,643	4,24,533	1,70,013	2,16,643	
Net earnings . . Rs.	45,913	...	1,87,985	2,03,523	3,02,448	2,89,884	—12,777	27,712	
Percentage on Capital .	3'23	...	10'96	12'22	68'71	65'85	...	19'11	
Average No. of persons employed daily .	6,885	7,221	810	790	1,593	1,826	304	468	
Number of tons raised per person employed .	67	73	164	169	51	41	38	38	
Number of persons killed .	5	2	...	...	2	2	50	3	
Number of persons injured . . .	18	21	4	3	8	6	4	3	

# Appendix 28. Loads—Coaching.

## APPENDIX Average load and weight of Coaching

(Referred to in paragraph

N.B.—A reference to Appendix 2 will furnish the key

GAUGE.		5' 6".															
CLASS : No.	1	E.B.S. system.		3	4	5	7	N.W. system.			G. I. P. system.		B. B. & C. I. system.		N. G. S. system.		12
Calendar year.	E. I.	5' 6" gauge.	Other gauges	B. C.*	B. N.	E. C.	O. & R. (a) & (b)	Mily. Sec.	Comm. Sec.	Total.	G. I. P. (a) to (e)	I. M. (f) to (j)	B. B. & C. I. (a) to (e)	R. M. (f) to (j)	N. G. S. (a) & (b)	H. G. V. (c)	M. (a) & (b)
AVERAGE NUMBER OF PASSENGERS IN A COACHING TRAIN.																	
1ST CLASS.																	
1896	1'70	1'55	1'43	...	1'11	0'68	1'80	1'10	1'75	1'67	2'10	2'88	2'07	0'86	2'02	...	2'76
1897	1'54	1'61	1'34	0'53	0'82	0'53	1'74	1'22	1'88	1'80	1'09	2'67	1'75	0'81	2'08	...	3'03
1898	1'65	1'44	1'16	0'41	0'78	0'71	1'52	1'08	1'99	1'80	2'23	2'73	2'34	0'84	3'09	...	2'74
1899	1'54	1'66	0'93	0'47	0'90	1'00	1'37	1'05	1'62	1'55	2'34	2'37	2'13	0'87	3'17	...	2'88
1900	1'44	1'50	0'94	0'45	1'07	1'33	1'44	1'16	1'46	1'43	2'24	1'90	1'94	0'79	2'35	1'12	2'59
2ND CLASS.																	
1896	5'24	3'84	3'76	...	2'55	2'31	5'54	4'60	5'37	5'28	9'93	8'20	12'53	2'92	13'29	...	7'65
1897	4'75	3'40	3'49	3'67	2'11	1'40	6'04	3'34	5'39	5'59	9'52	8'58	11'53	3'20	14'76	...	8'50
1898	4'78	3'59	3'40	4'47	1'84	1'38	5'03	3'42	7'89	7'36	9'64	9'43	14'04	3'28	13'62	...	8'12
1899	4'46	3'50	3'28	3'05	2'46	2'59	4'00	2'99	4'91	4'68	9'50	6'95	14'44	3'20	15'51	...	9'40
1900	4'39	3'25	3'01	2'72	2'26	2'98	4'45	2'55	4'15	3'96	8'01	5'16	13'14	2'73	12'01	5'86	8'85
INTERMEDIATE CLASS.																	
1896	14'6	22'40	12'99	...	3'94	0'24	6'05	6'45	18'03	16'65	12'65	...	38'53	7'99	...	...	...
1897	13'31	19'33	11'68	14'53	3'13	0'27	9'31	5'17	14'62	13'47	9'00	...	26'12	6'89	...	...	...
1898	14'49	18'58	12'42	9'02	2'37	0'87	12'30	5'77	12'05	11'31	8'49	...	26'74	7'10	...	...	...
1899	13'90	18'72	10'62	7'5	3'16	1'37	10'31	6'04	12'82	12'01	10'05	...	28'24	8'29	...	...	...
1900	14'2	17'07	11'34	9'07	3'69	2'08	9'99	6'06	13'99	13'05	11'92	...	27'31	8'50	...	...	...
3RD CLASS.																	
1896	222'71	168'65	187'72	...	257'91	316'06	212'43	187'62	191'86	191'25	148'86	165'42	215'25	248'50	280'99	...	253'07
1897	194'59	149'74	70'35	155'51	185'56	234'58	192'96	151'44	171'06	170'96	104'87	147'68	147'48	213'70	259'74	...	252'01
1898	202'06	148'51	106'17	149'75	132'01	220'61	178'31	165'06	185'88	183'07	86'44	151'20	150'12	223'98	243'54	...	220'09
1899	200'83	157'70	164'49	144'47	208'47	231'89	169'03	163'24	190'63	187'42	103'89	135'95	168'45	242'22	251'94	...	185'94
1900	198'35	157'07	193'04	173'77	275'02	247'35	155'85	159'10	190'68	180'86	112'94	122'59	187'25	223'96	228'72	208'54	210'04
TOTAL NUMBER OF PASSENGERS IN A COACHING TRAIN.																	
1896	244'31	196'44	205'92	...	265'51	320'19	225'83	199'80	217'02	214'86	173'75	176'50	268'38	260'28	297'21	...	263'49
1897	214'11	174'09	186'81	174'25	191'62	236'78	210'06	61'31	191'46	191'83	121'38	158'04	186'88	224'60	277'19	...	261'54
1898	222'09	172'17	181'17	161'76	137'91	223'57	197'17	175'33	207'82	201'63	106'81	163'37	193'25	235'21	260'26	...	130'95
1899	220'81	181'58	179'31	155'50	215'00	236'85	181'64	173'33	210'00	205'67	125'78	143'28	213'27	254'59	272'63	...	198'22
1900	210'38	178'90	206'34	180'02	282'04	254'35	171'74	168'87	210'29	205'31	135'11	129'66	229'65	235'99	243'09	215'12	211'49
PERCENTAGE OF FREIGHT ON CAPACITY HAULED.																	
1ST CLASS.																	
1896	7'85	5'38	7'83	...	5'10	3'70	4'64	5'02	8'99	8'66	10'13	8'66	8'09	5'54	9'48	...	18'77
1897	6'84	7'50	7'65	2'77	4'82	4'18	5'12	6'64	9'70	9'31	9'11	8'45	7'13	4'96	8'17	...	20'09
1898	7'43	6'81	6'55	2'60	4'84	5'23	5'15	5'29	9'76	9'22	10'02	8'60	8'64	5'09	9'37	...	17'02
1899	6'63	6'01	5'72	2'68	5'22	6'18	4'76	5'15	8'27	7'88	10'40	7'94	8'00	5'06	9'56	...	17'35
1900	6'73	5'67	5'25	2'44	5'30	6'47	4'72	5'56	7'71	7'42	10'12	6'56	7'58	4'75	7'37	3'66	16'44
2ND CLASS.																	
1896	13'49	10'66	20'37	...	7'79	9'94	13'04	21'46	19'38	19'68	17'60	17'38	17'14	16'88	32'40	...	23'97
1897	12'97	11'10	19'64	13'01	8'01	7'47	14'67	15'35	17'51	21'74	17'41	19'51	14'04	12'99	33'03	...	25'39
1898	13'63	16'90	18'07	16'10	7'38	6'63	14'00	14'80	28'76	27'37	17'53	21'23	16'04	17'97	32'10	...	23'49
1899	13'15	10'64	19'02	11'34	9'09	10'53	11'07	13'30	17'05	17'53	17'13	16'67	16'24	16'33	34'32	...	27'18
1900	14'51	10'50	17'92	9'54	7'14	10'08	13'72	11'61	14'72	15'31	14'49	12'32	15'10	14'31	28'43	13'02	29'35
INTERMEDIATE CLASS.																	
1896	18'10	18'28	29'81	...	7'50	2'44	0'66	13'91	31'28	29'56	20'04	31'68	46'52	35'30	...	...	...
1897	17'10	16'90	27'37	8'77	6'03	5'80	12'27	14'02	29'36	27'86	21'04	28'63	43'01	31'04	...	...	...
1898	19'38	16'40	25'38	9'24	5'10	6'76	15'47	14'81	26'50	25'21	19'18	28'72	39'36	31'64	...	...	...
1899	19'11	16'11	23'64	11'14	7'64	13'42	14'85	16'03	26'80	25'74	22'04	30'66	44'15	31'52	...	...	...
1900	21'80	14'42	23'63	11'71	10'79	12'32	16'84	17'88	29'65	28'59	26'12	30'47	44'47	34'16	...	...	...
3RD CLASS.																	
1896	35'48	37'01	51'24	...	33'48	41'57	38'66	34'71	43'63	42'40	45'11	37'62	44'26	58'31	41'11	...	40'53
1897	32'93	36'42	48'99	29'11	28'41	35'67	40'81	31'72	39'74	34'82	37'57	34'68	36'49	49'12	37'63	...	48'09
1898	34'05	36'12	43'98	35'18	28'23	39'80	30'04	31'72	39'31	38'66	33'50	36'01	39'34	51'32	33'24	...	44'08
1899	34'53	38'06	44'87	29'72	37'11	37'62	30'66	30'98	38'96	38'10	40'19	30'02	41'55	50'05	34'87	...	42'07
1900	36'76	36'20	51'35	37'40	45'64	39'28	37'57	30'69	41'11	39'83	40'41	29'82	41'25	44'70	37'14	48'90	45'27

\* The figures for 1896 are included

## DIX 28.

## trains on each railway (by systems.)

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to the code letters used to express railway systems.

Appendix 28.  
Loads—Coaching.

5' 6".																	GAUGE.
1	E. B. S. system.		3	4	5	7	N. W. system.			G. I. P. system.		B. B. & C. I. system.		N. G. S. system.		12	CLASS : No.
E. I.	5' 6" gauge.	Other gauges	B. C. *	B. N.	E. C.	O. & R. (a) & (b)	Mily. sec.	Comm. sec.	Total.	G. I. P. (a) to (e)	I. M. (f) to (j)	B. B. & C. I. (a) to (e)	R. M. (f) to (i)	N. G. S. (a) & (b)	H. G. V. (c)	M. (a) & (b)	Calendar year.
AVERAGE NUMBER OF VEHICLES IN A COACHING TRAIN.																	
1ST CLASS.																	
1'58	1'28	1'50	...	1'59	1'42	1'86	0'91	1'38	1'32	1'60	2'29	0'99	1'47	2'40	...	1'42	1896
1'60	1'26	1'60	1'20	1'28	1'29	1'61	0'99	1'35	1'32	1'52	2'10	1'13	1'55	2'56	...	1'47	1897
1'58	1'23	1'54	1'04	1'17	1'39	1'43	1'00	1'43	1'38	1'55	2'08	1'24	1'56	2'55	...	1'48	1898
1'59	1'27	1'49	0'99	1'26	1'60	1'36	0'96	1'43	1'38	1'56	2'01	1'18	1'63	2'59	...	1'48	1899
1'44	1'24	1'58	1'07	1'57	1'75	1'44	0'97	1'39	1'34	1'57	1'92	1'14	1'57	2'50	2'09	1'33	1900
2ND CLASS.																	
1'67	1'31	1'54	...	1'92	1'35	1'64	0'95	1'39	1'34	2'16	2'20	1'67	1'38	2'39	...	1'56	1896
1'57	1'25	1'50	1'25	1'56	1'27	1'61	1'01	1'35	1'30	2'05	2'09	1'86	1'46	2'58	...	1'67	1897
1'50	1'21	1'50	1'18	1'48	1'40	1'38	1'02	1'42	1'37	2'03	2'11	1'98	1'46	2'49	...	1'71	1898
1'51	1'24	1'46	1'19	1'60	1'62	1'36	0'96	1'43	1'37	2'04	1'98	2'03	1'53	2'65	...	1'75	1899
1'37	1'18	1'42	1'28	1'77	1'81	1'17	0'93	1'37	1'32	2'05	1'96	1'98	1'46	2'48	2'03	1'57	1900
INTERMEDIATE CLASS.																	
1'48	2'26	2'23	...	1'56	0'11	1'82	1'13	1'54	1'49	0'66	...	1'23	0'91	...	...	...	1896
1'46	2'15	2'49	3'04	1'29	0'32	2'13	0'94	1'42	1'36	0'86	...	0'92	0'88	...	...	...	1897
1'40	2'13	2'76	1'67	1'21	0'73	2'28	1'03	1'33	1'29	0'88	...	1'04	0'89	...	...	...	1898
1'40	2'21	2'58	1'24	1'09	0'58	1'98	0'95	1'41	1'36	0'90	...	0'96	1'02	...	...	...	1899
1'20	2'26	2'75	1'40	0'89	0'94	1'66	0'88	1'43	1'36	0'89	...	1'01	0'93	...	...	...	1900
3RD CLASS.																	
10'45	7'85	11'43	...	15'75	13'75	10'19	10'05	8'11	8'34	6'60	8'01	7'67	13'46	11'43	...	10'03	1896
10'18	6'87	11'25	8'31	12'89	11'79	8'69	9'02	8'13	8'24	5'57	7'75	7'00	13'71	11'59	...	10'11	1897
10'07	6'95	12'08	7'67	9'69	10'07	8'45	9'63	8'84	8'93	5'16	7'70	6'69	13'71	12'16	...	9'58	1898
10'03	7'09	11'84	7'91	11'50	10'93	7'91	9'75	9'13	9'20	5'13	7'85	7'12	15'00	12'10	...	8'53	1899
9'43	7'42	12'08	8'51	12'27	11'50	7'59	9'82	8'82	8'94	5'54	7'27	8'04	15'14	10'50	9'27	8'03	1900
TOTAL NUMBER OF VEHICLES IN A COACHING TRAIN.																	
19'11	15'50	19'88	...	23'39	20'40	18'44	16'38	16'04	16'07	14'30	16'88	14'41	21'04	21'18	...	14'32	1896
18'48	14'59	19'80	18'55	19'97	18'83	17'01	15'46	16'03	15'96	13'04	15'79	13'76	21'65	21'34	...	14'57	1897
17'92	14'27	21'05	14'73	16'32	17'74	16'34	15'83	16'73	16'61	12'76	15'94	14'41	21'82	22'02	...	14'13	1898
17'80	14'50	20'49	14'53	18'24	19'25	15'22	15'80	17'16	17'00	12'72	15'38	14'38	23'51	21'63	...	13'26	1899
16'78	14'09	20'76	16'31	19'56	19'20	14'46	15'61	16'43	16'33	13'53	14'13	15'30	23'15	19'47	16'62	13'78	1900
AVERAGE WEIGHT OF FREIGHT IN TONS IN A COACHING TRAIN.																	
17'55	13'07	13'71	...	17'48	20'15	15'22	14'13	15'25	15'11	12'73	13'41	19'55	17'63	20'29	...	18'46	1896
16'01	11'75	12'60	11'47	12'91	14'90	14'68	14'30	16'68	16'43	9'66	12'74	14'37	16'11	19'34	...	18'98	1897
16'33	11'54	12'24	11'20	9'29	14'46	13'37	12'83	15'53	15'19	8'70	12'73	15'56	16'62	18'54	...	16'81	1898
16'29	12'30	12'06	10'64	14'17	15'22	12'64	12'69	14'93	14'66	10'28	11'64	16'04	17'75	19'89	...	14'71	1899
16'58	12'23	13'26	12'48	18'93	16'64	11'86	12'76	15'04	14'77	11'05	10'32	16'97	16'52	17'66	13'69	16'52	1900
AVERAGE DEAD WEIGHT IN TONS IN A COACHING TRAIN																	
240'85	203'45	123'95	...	316'88	300'23	253'55	235'17	230'52	231'04	208'48	239'22	231'11	139'40	270'12	...	187'97	1896
236'76	207'89	122'90	234'49	282'74	283'12	237'21	224'48	226'15	228'64	202'36	228'81	211'66	140'51	274'62	...	191'04	1897
236'12	209'04	132'63	196'04	245'42	270'90	230'97	227'74	234'49	233'60	207'03	230'53	217'62	139'96	281'48	...	188'07	1898
236'69	212'98	131'99	200'54	263'29	279'97	225'63	229'43	240'40	239'11	208'46	232'81	222'86	145'81	281'41	...	180'24	1899
226'52	219'31	148'66	212'56	246'50	284'60	219'33	226'54	231'73	231'10	218'88	226'53	232'05	145'30	264'43	186'00	181'47	1900
TOTAL AVERAGE WEIGHT IN TONS IN A COACHING TRAIN.																	
258'40	216'52	137'66	...	334'35	320'38	268'77	249'30	245'77	246'15	221'21	252'63	250'67	157'04	290'41	...	206'43	1896
252'78	219'64	135'50	245'96	295'65	298'02	251'89	238'78	245'83	245'07	212'03	241'55	226'03	156'63	293'97	...	210'02	1897
252'45	220'58	145'17	207'24	254'72	285'36	244'34	240'58	250'02	248'80	215'74	243'26	233'19	156'58	300'02	...	204'89	1898
252'98	225'28	144'05	211'18	277'47	295'19	238'28	242'12	253'33	253'77	218'74	244'46	238'90	163'57	301'30	...	194'95	1899
243'10	231'55	161'92	225'05	265'43	301'25	231'19	239'31	246'78	245'87	229'93	236'85	249'02	161'82	282'10	199'69	197'94	1900

with the E. B. S. railway.

# Appendix 28. Loads—Coaching.

APPEN

## Average load and weight of Coaching

(Referred to in paragraph

N.B.—A reference to Appendix 2 will furnish the key

GAUGE.	3' 3½".								
CLASS : No.	15	17	18	19	20	21	22	24	25
Calendar year.	A. B.	B. & N. W.	R. & K.	J. B.	U. C.	B. G. J. P.	S. M.	S. I.	B.
AVERAGE NUMBER OF PASSENGERS IN A COACHING TRAIN.									
1ST CLASS									
1896 . . .	0'56	0'65	0'78	1'42	...	0'98	1'25	0'71	1'22
1897 . . .	1'19	0'53	1'25	1'17	...	1'04	1'28	0'58	1'18
1898 . . .	1'43	0'43	1'46	1'31	0'78	1'26	1'00	0'70	1'06
1899 . . .	1'27	0'44	1'48	0'93	1'05	1'13	1'73	0'75	1'13
1900 . . .	1'23	0'46	1'28	0'79	1'27	0'91	1'40	0'76	1'14
2ND CLASS.									
1896 . . .	1'83	1'06	5'02	5'19	...	6'90	3'06	5'64	7'38
1897 . . .	1'84	0'90	5'72	5'55	...	7'38	3'91	3'83	6'50
1898 . . .	2'39	0'72	7'14	4'8	2'31	7'32	5'08	2'78	4'62
1899 . . .	2'59	0'78	6'13	4'23	2'39	7'78	6'59	2'94	4'72
1900 . . .	2'43	0'87	6'19	4'06	2'62	6'20	4'81	3'89	4'99
INTERMEDIATE CLASS									
1896 . . .	...	2'18	2'22	...	...	...	...	...	...
1897 . . .	...	1'89	1'97	...	...	...	...	...	5'63
1898 . . .	...	1'49	2'51	...	3'34	...	...	...	7'15
1899 . . .	...	1'66	2'78	...	3'48	0'25	...	...	3'98
1900 . . .	0'22	2'24	2'60	...	5'18	4'83	...	...	...
3RD CLASS.									
1896 . . .	229'12	252'30	184'09	519'64	...	216'16	206'68	258'56	212'77
1897 . . .	202'78	219'10	167'59	445'27	...	188'75	180'78	222'35	215'72
1898 . . .	272'58	192'10	213'41	380'40	213'14	163'66	177'79	203'24	210'91
1899 . . .	280'55	177'48	233'06	410'06	244'45	186'83	171'77	223'00	203'55
1900 . . .	275'49	176'91	226'23	357'68	305'05	169'60	190'42	239'13	215'09
TOTAL NUMBER OF PASSENGERS IN A COACHING TRAIN.									
1896 . . .	231'51	256'20	192'62	526'27	...	224'04	211'00	264'91	221'38
1897 . . .	205'81	222'44	176'54	452'00	...	197'17	185'91	226'77	229'03
1898 . . .	276'41	194'85	214'59	395'30	219'59	172'24	184'77	206'73	213'82
1899 . . .	284'41	180'37	244'06	415'23	291'18	196'00	180'10	226'69	213'39
1900 . . .	279'59	180'49	236'30	362'54	314'15	181'55	196'63	243'08	221'23
PERCENTAGE OF FREIGHT ON CAPACITY HAULED.									
1ST CLASS									
1896 . . .	2'96	2'43	4'93	8'62	...	5'71	12'41	6'13	9'65
1897 . . .	4'40	2'25	5'72	7'91	...	5'57	12'24	5'78	8'38
1898 . . .	6'07	2'01	5'88	10'77	7'19	5'06	15'54	7'28	6'62
1899 . . .	7'43	2'70	5'05	8'72	7'06	5'56	13'76	7'89	7'47
1900 . . .	7'92	2'98	4'98	6'43	7'15	4'76	13'72	8'31	7'59
2ND CLASS.									
1896 . . .	10'86	3'89	25'89	35'92	...	23'95	23'03	23'93	21'88
1897 . . .	7'40	3'44	27'67	41'17	...	23'82	22'31	18'27	18'41
1898 . . .	7'71	3'38	34'13	36'19	23'23	21'97	25'22	13'74	12'99
1899 . . .	9'02	3'87	24'82	32'94	18'57	22'88	30'04	16'70	12'88
1900 . . .	8'95	4'06	28'24	32'77	18'72	19'06	25'04	19'11	14'61
INTERMEDIATE CLASS									
1896 . . .	...	9'31	6'25	...	...	...	...	...	...
1897 . . .	...	8'58	9'16	...	...	...	...	...	18'77
1898 . . .	...	7'81	10'57	...	25'92	...	...	...	23'85
1899 . . .	...	8'91	11'27	...	8'11	9'33	...	...	15'51
1900 . . .	3'02	9'66	9'28	...	9'98	17'68	...	...	...
3RD CLASS.									
1896 . . .	41'83	43'16	35'72	104'23	...	59'15	46'61	53'52	50'78
1897 . . .	36'10	42'29	35'20	96'97	...	47'94	43'26	49'06	49'34
1898 . . .	37'96	42'73	37'97	98'92	58'55	47'88	24'92	47'20	49'41
1899 . . .	41'48	43'57	38'44	100'06	62'04	48'56	41'85	51'36	49'02
1900 . . .	43'93	42'13	69'01	91'13	52'96	48'91	44'32	54'94	48'88

\* The figures for 1896 and 1897, are included with Rajputana-Malwa railway.



DIX 28—concl'd.

Appendix 28.  
Loads—Coaching.

trains on each railway (by systems).

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to the code letters used to express railway systems.

3' 3 1/2".									GAUGE.
15	17	18	19	20	21	22	24	25	CLASS : No.
A. B.	B. & N. W.	R. & K.	J. B.	U. C.	B. G. J. P.	S. M.	S. I.	B.	Calendar year.
AVERAGE NUMBER OF VEHICLES IN A COACHING TRAIN									
1ST CLASS.									
1'15	2'10	2'17	2'82	...	1'27	0'93	1'02	1'35	1896
1'74	1'99	1'82	2'49	...	1'45	1'30	1'14	1'78	1897
2'03	1'81	2'07	2'13	0'88	1'97	1'51	1'10	1'84	1898
1'88	1'63	2'44	1'89	1'23	1'90	1'56	1'09	1'82	1899
1'74	1'59	2'14	2'07	1'45	1'82	1'26	1'05	1'86	1900
2ND CLASS.									
0'95	1'84	1'61	2'32	...	1'65	1'21	1'47	2'12	1896
1'68	1'62	1'73	2'25	...	1'90	1'42	1'78	2'61	1897
1'94	1'43	1'75	2'09	0'82	2'53	1'63	1'66	2'53	1898
1'84	1'37	2'07	2'16	1'07	2'53	1'76	1'45	2'67	1899
1'73	1'37	1'83	2'20	1'23	2'44	1'51	1'32	2'58	1900
INTERMEDIATE CLASS.									
...	0'96	1'80	...	...	...	...	...	...	1896
...	0'83	1'21	...	...	...	...	...	0'52	1897
...	0'86	1'34	...	0'89	...	...	...	1'32	1898
...	0'85	1'42	...	1'79	0'07	...	...	1'12	1899
0'43	1'04	1'31	...	2'21	1'66	...	...	...	1900
3RD CLASS.									
8'59	18'23	16'56	31'52	...	10'78	12'73	12'52	12'30	1896
16'18	15'43	15'35	28'58	...	11'65	13'28	14'09	14'98	1897
19'67	15'76	18'17	24'77	12'60	11'46	18'53	14'22	14'18	1898
18'99	13'82	19'67	24'80	16'01	12'68	12'87	13'95	14'31	1899
17'37	14'00	17'38	24'06	19'92	11'56	13'41	13'98	15'07	1900
TOTAL NUMBER OF VEHICLES IN A COACHING TRAIN.									
13'26	25'69	25'61	43'16	...	16'94	17'53	17'46	18'72	1896
23'37	22'33	23'45	36'92	...	18'30	18'94	19'17	22'84	1897
28'67	22'22	26'48	38'50	18'18	19'55	18'84	18'69	22'72	1898
22'40	19'90	28'86	35'44	23'77	20'63	19'53	19'01	22'87	1899
26'11	20'10	25'68	34'73	29'36	20'91	19'11	18'75	22'45	1900
AVERAGE WEIGHT OF FREIGHT IN TONS IN A COACHING TRAIN.									
14'62	16'18	12'93	35'53	...	14'53	13'95	16'58	14'16	1896
15'29	14'04	12'06	30'85	...	12'90	12'41	14'16	14'54	1897
18'21	12'38	15'10	27'16	14'08	11'53	12'92	12'95	13'64	1898
18'85	11'46	16'28	28'13	19'79	12'94	12'77	14'21	13'64	1899
18'36	11'42	15'75	23'72	20'36	12'11	13'41	15'31	16'19	1900
AVERAGE DEAD WEIGHT IN TONS IN A COACHING TRAIN.									
181'65	162'71	162'48	325'68	...	129'00	146'86	148'66	154'28	1896
199'29	161'37	152'03	305'38	...	136'65	144'76	137'77	156'11	1897
249'40	144'59	166'52	284'30	150'09	133'60	145'52	137'18	154'19	1898
229'72	137'75	183'30	287'32	187'76	139'23	149'74	137'43	159'19	1899
217'38	139'47	171'81	277'72	222'78	136'02	146'64	141'72	149'03	1900
TOTAL AVERAGE WEIGHT IN TONS IN A COACHING TRAIN.									
186'27	178'90	175'41	361'21	...	143'53	160'82	165'24	168'44	1896
212'58	175'42	164'09	336'24	...	149'55	157'17	151'94	170'65	1897
267'61	156'88	181'62	311'66	164'17	145'14	158'44	150'13	167'83	1898
258'58	149'22	169'58	315'45	207'55	152'17	162'52	151'64	172'83	1899
235'75	150'89	183'06	301'44	243'14	148'13	160'05	157'03	165'22	1900

# Appendix 29.

## Loads—Goods.

# APPEN

## Average load and weight of Goods

(Referred to in paragraph

N. B.—A reference to Appendix 2 will furnish the key to

GAUGE.		5' 6"												
CLASS : No.	1	2		3	4	5	7	8			9		10	
Calendar year.	E. I.	E. B. S. SYSTEM.		B. C.	B. N.	E. C.	O. & R. (a) and (b).	N. W. SYSTEM.			G. I. P. SYSTEM.		B., B. & C. I. SYSTEM.	
		5' 6" gauge.	Other gauges.					Mily. sec.	Comm. sec.	Entire line.	G. I. P. (a) to (e).	I. M. (f) to (i).	B., B. & C. I. (a) to (e).	R. M. (f) to (i).
AVERAGE LOAD OF A GOODS VEHICLE. (Including both loaded and empty.)														
1896 . .	6'72	4'49	2'61	*	5'11	6'81	4'29	5'17	5'65	5'58	5'08	4'44	5'49	4'33
1897 . .	7'00	4'51	2'61	3'08	5'36	6'31	4'54	4'85	4'95	4'94	4'95	4'65	5'40	3'75
1898 . .	7'12	4'87	2'56	3'88	5'81	6'75	4'48	5'06	5'69	5'64	6'03	4'73	5'78	3'90
1899 . .	7'14	4'79	2'65	3'71	5'96	6'63	4'70	4'90	5'73	5'65	5'93	4'67	5'33	3'81
1900 . .	7'12	4'70	3'18	3'80	6'14	6'65	4'79	4'82	6'10	5'94	5'38	5'44	4'98	3'81
AVERAGE NUMBER OF FREIGHT VEHICLES IN A TRAIN														
1896 . .	29'26	29'66	26'97	*	23'06	15'58	25'05	14'73	25'23	23'38	22'30	25'14	33'72	24'63
1897 . .	29'08	28'46	26'89	19'17	22'55	16'45	24'78	15'80	25'67	24'29	20'86	26'24	34'62	27'85
1898 . .	27'97	29'63	27'53	14'99	21'64	15'76	24'38	15'23	27'73	26'35	23'46	25'69	36'68	29'08
1899 . .	27'81	29'74	27'13	17'63	25'70	16'31	25'20	14'98	27'49	25'91	23'63	25'81	38'92	30'63
1900 . .	27'51	32'40	22'81	20'41	25'48	18'93	23'65	14'48	24'57	23'06	24'85	27'34	40'15	32'35
AVERAGE NUMBER OF BRAKEVANS IN A TRAIN.														
1896 . .	0'92	1'00	1'04	*	1'72	0'92	1'72	1'37	1'25	1'27	1'93	1'99	0'82	0'81
1897 . .	0'85	1'02	1'08	0'56	1'80	1'23	1'49	1'58	1'28	1'33	1'91	1'93	0'91	0'82
1898 . .	1'02	1'05	1'09	1'73	1'83	1'48	1'39	1'59	1'23	1'27	1'87	1'79	0'87	0'81
1899 . .	0'90	1'01	1'08	1'35	1'90	1'42	1'26	1'60	1'22	1'27	1'81	1'79	0'80	0'84
1900 . .	0'91	1'01	1'15	0'94	1'76	1'27	1'33	1'45	1'26	1'29	1'82	1'88	0'91	0'87
TOTAL NUMBER OF VEHICLES IN A GOODS TRAIN.														
1896 . .	30'18	30'66	28'01	*	24'78	16'51	26'77	16'10	26'48	24'65	24'23	27'13	34'54	25'44
1897 . .	29'93	29'49	27'97	19'74	24'35	17'69	26'27	17'38	26'95	25'62	22'77	28'17	35'53	28'67
1898 . .	28'99	30'68	28'62	16'72	23'47	17'24	25'78	16'82	28'36	27'62	25'33	27'48	37'55	29'39
1899 . .	28'72	30'75	28'21	18'99	27'60	17'73	26'46	16'58	28'71	27'19	25'44	27'61	39'72	31'47
1900 . .	28'42	33'41	23'97	21'36	27'24	20'20	24'98	15'94	25'83	24'36	26'67	29'23	41'07	33'25
PERCENTAGE OF FREIGHT UPON CAPACITY HAULED.														
1896 . .	51'24	40'27	46'68	*	38'87	51'64	39'57	42'52	45'90	45'38	44'98	37'93	46'32	56'18
1897 . .	52'62	42'77	46'53	25'17	39'90	42'68	41'90	39'31	39'63	39'60	43'66	39'84	45'62	53'81
1898 . .	52'48	43'21	42'79	26'10	41'78	42'76	42'19	40'81	45'15	44'81	50'04	39'55	48'12	54'19
1899 . .	51'06	41'83	41'38	24'90	43'61	43'32	43'24	39'37	44'90	44'40	45'76	37'31	44'09	52'70
1900 . .	50'18	40'67	52'99	24'36	43'93	43'44	43'05	38'62	47'76	46'60	39'34	42'08	40'78	52'05
AVERAGE WEIGHT OF FREIGHT IN A GOODS TRAIN.														
1896 . .	196'71	132'30	70'35	*	117'76	106'17	107'67	75'44	142'72	130'55	113'48	111'82	186'18	106'71
1897 . .	203'61	128'00	70'05	59'86	121'11	103'82	111'70	76'44	126'69	119'71	103'29	122'14	186'87	104'34
1898 . .	199'20	143'31	70'54	56'93	125'97	107'49	110'19	75'94	157'94	148'84	141'53	121'89	212'34	115'58
1899 . .	198'67	141'52	72'02	64'06	152'99	108'27	119'42	72'75	157'46	146'57	140'41	120'59	207'59	116'62
1900 . .	196'11	149'41	72'14	76'39	156'93	126'02	113'56	68'48	150'07	137'15	133'78	149'14	199'55	123'26
AVERAGE DEAD WEIGHT IN A GOODS TRAIN.														
1896 . .	245'19	266'72	128'35	*	273'86	203'58	232'25	178'45	251'09	238'22	222'74	261'66	272'03	142'01
1897 . .	243'77	282'83	129'57	201'51	268'93	219'08	220'74	189'74	256'16	246'87	215'08	272'69	279'50	141'58
1898 . .	192'13	281'27	135'97	182'63	265'22	220'04	216'45	186'31	270'84	261'46	235'58	268'16	293'43	143'71
1899 . .	244'29	280'78	140'81	203'19	293'73	212'81	224'45	186'97	272'12	261'39	240'01	273'70	310'58	150'18
1900 . .	244'60	301'15	117'97	226'52	254'14	233'46	218'00	180'79	249'96	239'57	251'22	291'02	330'87	154'02
TOTAL AVERAGE WEIGHT OF GOODS TRAINS.														
1896 . .	441'90	399'02	198'70	*	391'62	309'75	339'92	253'89	393'81	368'77	336'22	373'48	458'21	248'72
1897 . .	447'38	410'84	199'62	261'37	390'04	322'90	332'45	266'19	382'85	366'59	318'38	394'83	466'37	245'98
1898 . .	441'34	424'59	206'51	239'56	391'19	327'53	326'64	262'26	428'78	410'31	377'11	390'06	505'77	257'29
1899 . .	442'94	422'30	212'83	267'75	446'72	321'08	343'87	259'72	429'59	407'96	380'42	394'29	518'17	266'80
1900 . .	440'72	450'56	190'11	302'91	411'07	359'49	311'56	240'27	400'94	376'72	385'01	440'16	530'42	277'25

\* Included with Eastern Bengal State railway.

DIX 29.  
Trains on each railway (by systems.)

Appendix 29.  
Loads—Goods.

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the code letters used to express railway systems.

3' 3 1/2".											GAUGE.	
11		12	15	17	18	19	20	21	22	24	25	CLASS : No.
N. G. S. SYSTEM.		M.	A. B.	B. & N. W.	R. & K.	J. B.	† U. C.	B. G. J. P.	S. M.	S. I.	B.	CALENDAR YEAR.
N. G. S. (a) & (b).	H. G. V. (c).	(a) & (b).										
AVERAGE LOAD OF A GOODS VEHICLE. (Including both loaded and empty.)												
5'99	...	4'75	3'94	3'53	2'57	5'65	...	2'78	3'50	3'06	2'95	1896
6'15	...	4'86	3'28	3'15	2'57	5'26	...	2'42	3'38	2'97	2'69	1897
6'60	...	4'70	3'31	3'95	2'79	5'88	1'83	2'40	3'63	2'99	2'70	1898
6'72	...	4'59	2'58	4'16	3'23	6'43	2'17	2'42	3'55	2'90	2'84	1899
5'91	2'76	4'57	3'03	3'52	3'39	7'75	2'57	2'32	3'26	3'43	2'99	1900
AVERAGE NUMBER OF FREIGHT VEHICLES IN A TRAIN.												
23'99	...	24'05	20'40	25'25	21'79	44'01	...	19'12	19'61	17'82	23'44	1896
24'75	...	24'00	21'27	28'35	20'95	42'54	...	25'44	20'79	18'81	27'41	1897
24'70	...	24'21	23'68	23'81	21'23	41'31	23'02	24'77	21'59	18'78	27'45	1898
24'77	...	23'74	30'90	23'94	19'20	43'11	25'42	25'35	22'64	18'88	26'81	1899
27'19	17'29	23'24	25'81	24'57	17'91	36'22	26'65	25'67	22'25	18'97	25'07	1900
AVERAGE NUMBER OF BRAKEVANS IN A TRAIN.												
1'60	...	4'26	1'43	1'57	1'64	0'34	...	0'59	1'15	0'67	1'74	1896
1'97	...	4'17	1'61	1'51	1'68	0'53	...	0'71	1'10	0'66	1'59	1897
1'99	...	4'04	1'69	1'35	1'64	0'45	...	0'47	1'27	0'62	1'50	1898
1'97	...	3'81	1'63	1'19	1'52	0'79	0'11	0'55	1'32	0'61	1'61	1899
1 97	1'71	3'85	1'60	1'24	1'48	0'89	0'25	0'64	1'36	0'55	1'28	1900
TOTAL NUMBER OF VEHICLES IN A GOODS TRAIN.												
25'60	...	28'31	21'83	26'82	23'43	44'35	...	19'71	20'76	18'50	25'18	1896
26'72	...	28'18	22'88	29'87	22'63	43'08	...	26'15	21'89	19'47	29'00	1897
26'69	...	28'26	25'38	25'17	22'88	41'76	23'02	25'25	22'86	19'41	28'95	1898
26'75	...	27'55	32'53	25'13	20'72	43'00	25'52	25'90	23'96	19'49	28'42	1899
29'16	19'00	27'09	27'41	25'81	19'39	37'12	26'90	26'31	23'61	19'52	26'35	1900
PERCENTAGE OF FREIGHT UPON CAPACITY HAULED.												
49'90	...	40'26	45'92	40'50	37'21	88'17	...	51'88	51'16	50'62	43'77	1896
51'38	...	41'31	40'70	39'09	34'90	83'54	...	44'75	46'04	49'89	44'39	1897
53'76	...	39'71	39'97	49'17	33'85	88'18	26'62	42'69	54'29	50'21	44'10	1898
53'90	...	38'74	37'11	50'87	39'86	91'58	30'53	41'11	53'06	46'35	41'53	1899
46'56	28'08	38'35	39'50	43'38	41'13	103'67	35'58	39'38	48'42	50'12	43'03	1900
AVERAGE WEIGHT OF FREIGHT IN A GOODS TRAIN.												
143'73	...	114'30	79'60	89'21	56'15	124'32	...	53'42	68'72	54'55	69'20	1896
152'12	...	116'70	69'87	89'37	53'96	112'35	...	61'71	70'27	55'89	73'96	1897
162'33	...	113'94	77'15	94'29	59'39	121'99	42'42	59'67	78'44	56'28	74'34	1898
165'96	...	109'41	79'96	99'70	61'89	140'08	55'56	61'49	80'41	54'74	76'20	1899
160'92	47'34	106'33	77'80	86'98	60'93	138'75	68'71	59'66	72'52	61'33	75'01	1900
AVERAGE DEAD WEIGHT IN A GOODS TRAIN.												
249'88	...	263'96	117'79	134'14	118'76	245'41	...	103'41	112'70	107'76	131'74	1896
256'20	...	262'95	117'25	140'27	116'51	234'53	...	125'76	114'84	110'87	134'17	1897
258'13	...	260'41	145'14	124'19	117'79	228'80	121'34	122'39	118'52	110'79	135'46	1898
258'96	...	254'61	173'06	125'71	89'95	231'30	128'15	124'51	122'89	110'29	135'88	1899
279'15	109'87	250'82	139'50	129'65	93'22	203'46	131'55	123'25	122'58	109'55	117'84	1900
TOTAL AVERAGE WEIGHT OF GOODS TRAINS.												
393'61	...	378'27	197'39	223'35	174'91	369'73	...	156'84	181'42	162'31	200'94	1896
408'32	...	379'65	187'12	229'64	170'47	346'88	...	187'48	185'11	166'76	208'13	1897
420'47	...	374'35	222'29	218'48	177'19	350'79	163'76	182'06	196'96	167'01	209'80	1898
424'92	...	363'52	253'02	225'42	151'85	371'39	183'72	186'00	203'30	165'03	212'18	1899
440'07	157'21	357'15	217'30	216'64	154'15	342'21	200'27	182'91	195'11	170'89	192'85	1900

† The figures for 1896 and 1897 are included in Rajputana Malwa railway.

# Appendix 30.

## Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS.		STATE LINES										
GAUGE.		5' 6"										
Class: No.		1 (a)					3					
Railway.		EAST INDIAN.					BENGAL CENTRAL.					
Calendar year.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest and annuity.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.
	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879 . . .												
1880 . . .												
1881 . . .												
1882 . . .												
1883 . . .												
1884 . . .												
The figures for the years 1879 to 1890 could not be completed this year.												
1885 . . .												
1886 . . .												
1887 . . .												
1888 . . .												
1889 . . .												
1890 . . .												
1891 . . .	39,22,94,683	3,60,37,028	9'03	2,30,87,480	26,45,392	+ 1,03,04,156	99,44,845	3,27,736	3'30	4,72,482	73,429	-2,18,175
1892 . . .	40,02,73,362	3,48,16,719	8'70	2,43,72,918	20,88,760	+ 83,55,041	1,00,65,784	3,12,903	3'11	5,30,251	74,600	-2,91,948
1893 . . .	40,68,96,213	3,60,94,293	8'87	2,75,73,669	17,04,125	+ 68,16,499	1,00,88,983	3,14,992	3'12	5,37,007	79,647	-3,01,662
1894 . . .	41,02,12,212	3,64,26,405	8'88	2,87,27,570	15,39,767	+ 61,59,068	1,01,41,094	2,41,182	2'37	6,11,415	...	-3,70,213
1895 . . .	41,39,93,876	3,78,34,726	9'10	3,06,74,803	14,29,078	+ 57,30,845	1,01,77,466	3,08,809	3'02	6,08,944	85,023	-2,95,158
1896 . . .	42,05,41,859	3,67,77,682	8'75	3,05,50,017	12,45,733	+ 49,81,932	1,06,38,927	3,44,465	3'20	5,62,175	91,306	-3,16,016
1897 . . .	43,17,67,029	4,14,93,469	9'61	2,95,54,644	23,87,763	+ 95,51,062	1,17,36,810	5,16,922	4'40	5,36,809	95,271	-1,15,158
1898 . . .	44,49,70,192	4,08,07,369	9'17	2,83,11,047	24,99,244	+ 99,96,978	1,23,58,300	3,68,008	2'98	5,19,231	1,20,642	-2,71,865
1899 . . .	46,48,16,064	4,26,60,018	9'18	2,76,10,418	30,09,920	+ 1,20,39,680	1,26,78,629	4,41,813	3'48	5,07,035	97,581	-1,62,805
1900 . . .	48,06,19,396	4,47,15,571	9'30	2,75,79,017	18,09,104	+ 1,53,27,450	1,26,96,415	5,50,699	4'34	5,04,998	1,24,611	-78,897

\* Including Rs. 3,51,30,587 on account of

† Included with the Great

‡ For the first-half of 1900. The figures for the second-half are

## DIX 30.

Appendix 30.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

(38, 40 and 47 of Report.)

WORKED BY COMPANIES.										CLASS : OF RAIL- WAYS.
5' 6"										GAUGE.
4					9 (b).					Class : No.
BENGAL-NAGPUR.					DHOND-MANMAD.					Railway.
Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Calendar year.
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
										1879
										1880
										1881
										1882
										1883
										1884
										1885
										1886
										1887
										1888
										1889
										1890
										1891
3,08,04,164	26,84,453	2'96	35,05,676	-8,21,223	1,10,44,039	3,08,583	2'79	4,40,296	-1,31,713	1891
9,56,14,736	30,08,166	3'15	39,05,345	-8,97,179	1,10,73,028	3,28,335	2'96	4,42,535	-1,14,200	1892
9,80,08,424	32,62,220	3'33	43,97,594	-11,35,374	1,11,37,125	3,48,572	3'13	4,44,246	-95,674	1893
9,81,73,789	32,58,414	3'32	45,83,993	-13,25,579	1,12,11,642	3,81,993	3'41	4,48,018	-66,025	1894
9,88,94,777	35,41,444	3'58	48,56,800	-13,15,356	1,13,18,247	4,08,233	3'61	4,50,104	-41,871	1895
11,05,30,319	29,27,869	2'65	48,27,504	-18,99,635	1,13,73,050	3,67,395	3'23	4,55,018	-87,623	1896
13,04,58,784	29,79,559	2'38	51,35,240	-21,55,681	1,14,06,534	2,81,272	2'47	4,56,230	-1,74,958	1897
14,67,03,520	33,63,854	2'29	54,13,186	-20,59,329	1,14,23,076	2,89,536	2'53	4,56,411	-1,66,875	1898
16,65,90,365	47,21,814	2'83	59,75,853	-12,54,039	1,15,34,107	2,99,555	2'60	4,59,296	-1,59,741	1899
17,41,74,604	77,13,050	4'43	64,90,637	+12,22,413	...	2,11,534	...	2,30,220	-18,686	1900

premium paid for the purchase of line.  
Indian Peninsula railway.  
included with those of the Great Indian Peninsula railway.

P. T. O.

# Appendix 30.

Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

STATE LINES										
CLASS OF RAILWAYS.										
GAUGE.	5' 6"									
Class: No.	9 (c).					9 (f).				
Railway.	WARDHA COAL.					INDIAN MIDLAND.				
Calendar year.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.
	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
1879 . .										
1880 . .										
1881 . .										
1882 . .										
1883 . .										
1884 . .										
The figures for the years 1879 to 1890 could not be completed this year.										
1885 . .										
1886 . .										
1887 . .										
1888 . .										
1889 . .										
1890 . .										
1891 . .	49,81,196	60,053	1'21	2,03,779	—1,43,726	8,52,46,148	13,52,172	1'59	33,12,200	—19,60,028
1892 . .	49,87,689	34,096	0'68	1,99,337	—1,65,241	8,65,79,006	17,26,260	1'99	37,23,985	—19,97,725
1893 . .	49,87,689	89,213	1'79	1,99,484	—1,20,271	8,71,62,843	17,00,409	1'95	41,40,194	—24,39,785
1894 . .	49,87,689	89,289	1'79	1,99,508	—1,20,219	8,78,06,437	22,02,334	2'51	42,59,815	—20,57,481
1895 . .	49,90,794	76,362	1'53	1,99,539	—1,23,177	8,81,49,985	16,48,360	1'87	45,97,495	—29,49,135
1896 . .	49,96,305	83,859	1'68	1,99,745	—1,15,886	9,25,53,896	20,17,829	2'18	44,23,983	—24,06,154
1897 . .	49,96,325	58,531	1'17	1,99,794	—1,41,263	9,77,94,421	24,06,565	2'46	42,53,893	—18,47,328
1898 . .	49,96,325	77,827	1'56	1,99,853	—1,22,026	9,96,74,805	25,11,911	2'52	39,99,986	—14,88,075
1899 . .	49,96,325	82,500	1'65	1,99,852	—1,17,352	10,16,34,077	27,82,950	2'74	32,66,461	—11,83,511
1900 . .	—*	† 80,754	..	† 99,927	†—19,17	10,31,35,003	42,72,287	4'72	38,18,460	+10,53,827

\* Included with the Great  
† For the first-half of 1900. The figures for the second-half are

## DIX 30—continued.

Appendix 30.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

38, 40 and 47 of Report.)

WORKED BY COMPANIES.										CLASS: OF RAIL- WAYS.
5' 6"										GAUGE.
9 (i)					11 (b)					Class: No.
BHOPAL-ITANSI (BRITISH SECTION).					BEZWADA EXTENSION (EAST COAST STATE).					Railway.
Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Calendar year.
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
										1879
										1880
										1881
										1882
										1883
										1884
										1885
										1886
										1887
										1888
										1889
										1890
										1891
15,11,568	48,607	3'21	57,713	— 9,106	14,11,077	28,699	2'03	56,266	—27,567	1891
17,46,208	56,397	3'23	69,131	—12,734	14,17,674	28,347	2'00	56,584	—28,237	1892
20,25,058	52,038	2'57	78,429	—26,391	14,21,456	33,972	2'39	56,888	—22,916	1893
21,71,496	61,455	2'83	83,509	—22,054	14,26,901	71,270	5'00	57,122	+ 14,148	1894
22,47,963	46,114	2'05	89,323	—43,209	14,31,642	95,119	6'64	57,239	+ 37,880	1895
22,71,877	62,744	2'76	90,107	—27,363	14,35,588	38,496	2'68	57,406	—18,910	1896
22,97,134	61,135	2'66	91,805	—30,671	14,95,418	56,645	3'79	58,383	— 1,738	1897
23,24,365	79,435	3'42	92,477	—13,042	15,01,343	95,390	6'35	59,569	+ 35,821	1898
23,61,938	84,080	3'56	93,303	— 9,223	15,02,651	1,84,365	12'27	60,101	+ 1,24,264	1899
23,87,339	1,27,332	5'33	95,293	+ 32,030	15,01,618	2,38,989	15'90	60,106	+ 1,78,883	1900

They will be furnished in next year's report.

Indian Peninsula railway.  
included with those of the Great Indian Peninsula railway.

P. T. O.

# Appendix 30.

Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

STATE LINES											
CLASS : O RAIL- WAYS.											
GAUGE.	3' 3 1/2"										
Class : No.	10 (e) and (f).						10 (i).				
Railway.	RAJPUTANA-MALWA.						PALANPUR-DERSA.				
Calendar year.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.
	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
1879 . . .											
1880 . . .											
1881 . . .											
1882 . . .											
1883 . . .											
1884 . . .											
The figures for the years 1879 to 1890 could not be completed this year.											
1885 . . .											
1886 . . .											
1887 . . .											
1888 . . .											
1889 . . .											
1890 . . .											
1891 . . .	13,17,20,440	1,23,17,065	9'35	53,13,844	8 78,835	+ 61,24,386	...	...	...	...	...
1892 . . .	14,34,24,072	1,32,14,774	9'21	56,14,176	13,45,763	+ 62,54,835	46,746	...	...	1,031	-1,031
1893 . . .	14,30,06,325	1,33,25,640	9'32	57,00,808	13,24,918	+ 62,99,914	1,78,953	1,110	0'63	5,371	-4,261
1894 . . .	14,72,89,588	1,54,75,342	10'51	58,77,844	15,63,148	+ 80,34,350	2,14,601	11,781	5'49	8,783	+ 2,998
1895 . . .	15,05,55,687	1,44,02,358	19'57	59,78,606	16,21,635	+ 68,02,117	2,15,374	11,512	5'35	8,378	+ 3,134
1896 . . .	15,03,08,348	1,13,79,807	7'57	60,63,242	9,93,351	+ 43,23,214	2,32,746	15,072	6'47	9,149	+ 5,923
1897 . . .	14,94,51,054	1,00,97,008	6'76	60,48,581	5,09,720	+ 35,38,707	2,33,264	12,243	5'25	9,305	+ 2,938
1898 . . .	15,03,74,730	1,19,05,991	7'91	60,77,309	9,53,967	+ 48,74,715	2,33,264	11,628	4'99	9,331	+ 2,297
1899 . . .	15,14,26,773	1,47,30,148	9'73	60,92,658	9,92,364	+ 76,45,126	2,33,264	13,618	5'84	9,330	+ 4,183
1900 . . .	15,31,25,211	1,60,55,050	10'48	61,35,151	21,67,610	+ 77,52,289	2,33,264	12,616	5'41	9,330	+ 3,286



Income derived by railways which are not guaranteed by the State.

8, 40 and 47 of Report.)

WORKED BY COMPANIES.										CLASS : OF RAILWAYS.
3' 3 1/2"										GAUGE.
15					17 (b).					Class : No.
ASSAM-BENGAL.					BENGAL AND NORTH-WESTERN (TIERHOOT SECTION).					Railway.
Capital expenditure to end of each year.	Net traffic earnings.	Per cent on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State	Calendar year.
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
										1879
										1880
										1881
										1882
										1883
										1884
										1885
										1886
										1887
										1888
										1889
										1890
153,203	...	...	5,893	—5,893	2,34,99,148	13,53,848	5'76	9,34,385	+ 4,19,463	1891
30,16,133	...	...	2,66,378	—2,66,378	2,43,25,804	13,15,815	5'41	9,50,025	+ 3,65,790	1892
1,07,63,192	...	...	6,09,987	—6,09,987	2,49,02,833	13,43,133	5'39	10,01,205	+ 3,41,928	1893
2,46,89,198	...	...	8,76,954	—8,76,954	2,50,08,061	14,63,223	5'85	9,98,388	+ 4,64,835	1894
4,04,38,298	—8,047	...	13,95,636	—14,03,683	2,56,02,092	14,88,367	5'81	10,18,013	+ 4,70,354	1895
5,21,39,304	33,238	0'06	23,73,034	—23,39,796	2,60,38,655	14,85,330	5'70	10,27,821	+ 4,57,509	1896
6,37,67,401	72,214	0'11	22,56,279	—21,84,055	3,11,00,098	15,54,907	5'00	10,38,630	+ 5,16,277	1897
7,56,41,721	54,551	0'07	24,45,275	—23,90,724	3,46,48,176	15,91,183	4'59	11,18,764	+ 2,72,419	1898
8,69,56,236	3,22,704	0'37	28,63,084	—25,40,380	3,80,27,533	13,80,161	3'63	14,62,603	—82,442	1899
9,56,01,772	3,64,364	0'38	33,31,350	—29,67,026	4,30,15,249	15,16,850	3'53	16,19,231	—1,02,381	1900

They will be furnished in next year's report.

Appendix 30,  
Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

STATE LINES											
CLASS: OF RAILWAYS.											
GAUGE.	3' 6"										
Class: No.	18 (b).						19 (c).				
Railway.	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION).						SHADIPALLI-BALOTRA (BRITISH SECTION).				
Calendar year.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest	Company's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.
	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
1879 . . .											
1880 . . .											
1881 . . .											
1882 . . .											
1883 . . .											
1884 . . .											
The figures for the years 1879 to 1890 could not be completed this year.											
1885 . . .											
1886 . . .											
1887 . . .											
1888 . . .											
1889 . . .											
1890 . . .											
1891 . . .	79,17,846	1,73,011	2'19	2,72,065	...	— 99,054	...	...	...	...	...
1892 . . .	81,66,804	2,74,601	3'36	3,07,651	11,501	— 44,551	...	...	...	...	...
1893 . . .	83,89,362	2,73,541	3'26	3,26,770	2,135	— 55,364	...	...	...	...	...
1894 . . .	85,93,058	4,48,218	5'22	3,45,323	79,310	+ 23,585	...	...	...	...	...
1895 . . .	87,22,466	3,13,116	3'59	3,56,596	15,834	— 59,314	...	...	...	...	...
1896 . . .	89,63,620	3,02,071	3'37	3,48,885	13,415	— 60,229	...	...	...	...	...
1897 . . .	93,02,715	3,35,776	3'61	3,61,550	26,980	— 52,734	...	...	...	...	...
1898 . . .	94,90,476	5,00,200	5'27	3,64,852	66,721	+ 68,627	1,81,976	...	...	4,046	— 4,046
1899 . . .	94,97,485	6,33,355	6'63	3,65,537	76,332	+ 1,91,486	15,09,205	...	...	33,824	— 33,824
1900 . . .	99,21,432	6,51,957	6'57	3,73,097	1,47,611	+ 1,31,249	23,10,307	554	0'02	1,05,012	—1,04,458

\* Including the Hyderabad-Rahoki section.

income derived by railways which are not guaranteed by the State.

38, 40 and 47 of Report )

WORKED BY COMPANIES.												CLASS OF RAILWAYS.
3' 3 3/4".												GAUGE.
22 (a).						22 (b).						Class: No.
SOUTHERN MAHRATTA.						MYSORE SECTION (SOUTHERN MAHRATTA).						Railway.
Capital expenditure to end of each year.	Net traffic earnings	Per cent. on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Calendar year.
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
They will be furnished in next year's report.												1879
												1880
												1881
												1882
												1883
												1884
												1885
												1886
												1887
												1888
												1889
												1890
9,42,66,041	16,29,919	1'72	35,80,851	2,58,845	-22,18,777	1,50,76,285	4,43,717	2'94	6,54,850	96,004	-3,07,137	1891
9,61,10,671	13,47,999	1'40	31,85,511	3,43,266	-21,80,778	1,46,36,205	4,47,406	3'06	7,29,624	1,01,505	-3,83,023	1892
9,45,71,662	23,16,367	2'45	35,42,479	5,34,949	-17,60,861	1,46,42,217	6,74,705	4'61	7,70,439	1,64,670	-2,60,404	1893
9,51,44,496	20,18,567	2'12	45,87,598	5,57,556	-31,26,587	1,47,60,293	4,76,156	3'23	8,38,525	1,43,566	-5,05,935	1894
9,56,02,591	25,88,948	2'71	46,80,290	5,22,407	-26,13,749	1,49,22,452	6,30,769	4'23	8,70,947	1,23,096	-3,63,274	1895
9,60,94,788	29,11,959	3'03	44,45,740	7,23,698	-22,57,479	1,51,08,257	6,76,873	4'48	8,21,588	1,71,768	-3,16,483	1896
9,67,12,838	27,82,625	2'88	42,62,886	6,97,133	-21,77,394	1,51,99,757	7,95,147	5'23	7,75,708	1,80,992	-1,61,553	1897
9,74,67,550	15,02,414	1'54	41,10,275	5,44,277	-31,52,138	1,55,07,319	4,13,421	2'67	7,38,461	1,66,986	-4,92,026	1898
9,78,60,569	18,95,002	1'94	40,10,557	3,85,332	-25,00,887	1,36,75,416	3,29,033	2'10	7,21,117	76,861	-4,68,945	1899
9,82,62,274	22,83,366	2'32	40,02,119	5,81,807	-23,00,560	1,58,70,510	4,71,201	2'97	7,18,200	1,11,070	-3,58,069	1900

# Appendix 30.

## Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraph)

STATE LINES															
CLASS: OF RAILWAYS.															
GAUGE. 3' 3½".															
Class: No.															
22 (c).															
24 (a).															
24 (b).															
Railway.															
GUNTAKAL-MYSORE FRONTIER.															
SOUTH INDIAN.															
MÁYAVARAM-MUTUPET.															
Calendar year.															
Capital expenditure to end of each year.															
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Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															
Interest.															
Gain or loss to the State.															
Capital expenditure to end of each year.															
Net traffic earnings.															
Per cent. on Capital outlay.															

\* Including Rs. 67,33,159 on account

income derived by railways which are not guaranteed by the State.

38, 40 and 47 of Report.)

WORKED BY COMPANIES.												CLASS: OF RAIL- WAYS.
3' 3 1/2"						TOTAL STATE LINES WORKED BY COMPANIES.						GAUGE.
25												Class: No.
BURMA.												Railway.
Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Com-panies share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest and annuity.	Com-panies' share of net traffic receipts.	Gain or loss to the State.	Calendar year.
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
												1879
												1880
												1881
												1882
												1883
												1884
They will be furnished in next year's report.												1885
												1886
												1887
												1888
												1889
												1890
6,08,31,289	23,71,392	3'90	23,28,287	...	+ 43,105	1,02,21,31,085	6,14,95,007	6'02	4,78,35,676	39,52,505	+ 97,06,826	1891
6,64,02,875	33,86,088	5'10	24,90,221	...	+ 8,95,867	1,05,42,88,140	6,30,75,411	5'98	5,08,33,127	39,65,195	+ 82,77,089	1892
7,03,47,005	22,42,492	3'19	27,19,995	...	-4,77,503	1,07,95,96,305	6,51,86,184	6'04	5,65,01,597	38,10,444	+ 48,74,143	1893
7,37,14,721	23,23,328	3'15	28,94,375	...	-5,71,047	1,10,69,29,334	6,84,23,638	6'18	6,00,15,782	39,89,796	+ 44,18,060	1894
7,57,29,659	27,02,356	3'57	30,01,163	...	-2,98,807	1,13,68,84,309	7,03,50,859	6'19	6,34,51,793	40,52,344	+ 28,46,722	1895
8,13,44,229	29,85,751	3'67	34,43,442	...	-4,57,691	1,17,64,18,090	6,67,47,980	5'67	6,41,00,010	34,90,838	-8,42,868	1896
8,73,31,890	38,82,673	4'45	38,31,674	1,62,877	-1,11,878	1,23,68,25,841	7,20,70,927	5'83	6,30,82,713	43,86,126	+ 46,02,088	1897
9,24,93,509	37,88,523	4'10	39,49,859	1,61,076	-3,22,452	1,28,96,39,450	7,14,06,766	5'54	6,21,65,362	48,19,386	+ 44,22,018	1898
10,11,17,647	35,78,407	3'54	38,35,209	1,24,994	-3,81,796	1,35,89,30,029	7,83,48,320	5'77	6,22,41,970	50,08,992	+ 1,10,97,358	1899
11,03,96,635	48,94,824	4'43	38,49,026	3,47,606	+ 6,98,192	1,39,55,06,128	8,94,14,533	6'41	6,30,37,774	56,57,827	+ 2,07,18,932	1900

of premium paid for the purchase of line.

# Appendix 30.

## Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

STATE LINES WORKED										
CLASS: OF RAILWAYS.	5 6"									
Gauge.										
Class: No.	3 (a).					31				
Railway.	HYDERABAD-SHADIPALLI.					CHERRA-COMPANYGANJ.				
Calendar year.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.
	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
1879 . .										
1880 . .										
1881 . .										
1882 . .										
1883 . .										
1884 . .										
1885 . .										
1886 . .										
1887 . .										
1888 . .										
1889 . .										
1890 . .										
1891 . .	2,31,401	...	...	5,356	-5,356	7,73,282	-606	...	30,945	-31,551
1892 . .	16,31,818	-1,949	...	59,649	-61,598	7,77,609	868	0'11	22,545	-21,677
1893 . .	16,61,021	16,471	0'99	65,767	-49,296	7,78,390	3,408	0'44	14,595	-11,187
1894 . .	17,27,619	36,062	2'09	68,940	-32,878	7,80,473	4,393	0'56	14,085	-9,692
1895 . .	17,74,093	46,609	2'63	71,080	-24,471	7,81,590	2,761	0'33	14,062	-11,301
1896 . .	18,00,799	64,376	3'57	71,420	-7,044	7,78,151	672	0'09	14,046	-13,374
1897 . .	18,37,796	59,413	3'23	73,552	-14,139	7,69,121	-31,922	...	13,644	-45,566
1898 . .	18,37,796	70,159	3'82	73,507	-3,348	7,70,027	-1,22,500	...	13,561	-1,36,061
1899 . .	18,39,743	88,463	4'81	73,556	+14,907	7,69,179	-34,607	...	13,566	-48,173
1900 . .	18,61,093	65,379	3'51	73,972	-8,593	7,68,723	-25,221	...	13,571	-38,792

The figures for the years 1879 to 1890 could not be completed this year.

DIX 30—continued.

Appendix 30.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

(38, 40 and 47 of Report.)

BY THE STATE.

CLASS OF  
RAIL-  
WAYS.

GAUGE.

Class: No.

Railway.

2' 6"

35

JORHAT.

TOTAL  
STATE LINES WORKED BY THE STATE.

Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Calendar year.
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
										1875
										1880
										1881
										1882
										1883
										1884
										1885
										1886
										1887
										1888
										1889
										1890
										1891
7,51,421	1,483	0'20	30,026	-28,543	66,09,09,536	2,36,07,956	3'52	3,02,47,085	-66,40,029	1891
7,54,791	11,789	1'56	30,107	-18,318	70,82,76,719	2,07,11,724	2'92	3,30,83,542	-1,23,71,818	1892
7,99,680	14,436	1'81	32,013	-17,577	72,63,24,693	2,16,37,881	2'98	3,44,25,023	-1,27,87,142	1893
8,18,184	11,201	1'37	32,587	-21,386	74,76,87,983	2,71,17,455	3'63	3,68,35,642	-97,18,187	1894
8,28,409	18,720	2'26	32,919	-14,199	77,32,05,898	3,10,74,694	4'02	3,82,42,454	-71,67,760	1895
8,65,300	13,745	1'59	33,592	-19,847	80,64,18,374	2,58,58,296	3'21	3,83,63,962	-1,25,05,666	1896
9,02,416	14,124	1'57	36,102	-21,978	83,52,17,319	2,76,70,355	3'31	3,83,66,850	-1,06,96,495	1897
9,09,445	20,135	2'21	36,179	-16,044	85,63,44,474	3,28,54,776	3'84	3,87,40,006	-58,85,230	1898
9,31,626	-5,946	...	37,228	-43,174	87,65,08,062	3,20,52,105	3'66	3,92,78,423	-72,26,323	1899
9,08,643	-15,664	...	36,341	-32,005	89,11,51,975	3,07,36,390	3'45	4,00,69,755	-93,33,185	1900

They will be furnished in next year's report

# Appendix 30.

## Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS.		LINES OWNED BY GUARAN								
GAUGE.		5' 6".								
Class: No.		9 (a)				10 (a)				
Railway.		GREAT INDIAN PENINSULA.				BOMBAY, BARODA AND CENTRAL INDIA.				
Calendar year.	Capital withdrawn for expenditure to end of each year.	Net traffic earnings.	Guaranteed interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital withdrawn for expenditure to end of each year.	Net traffic earnings.	Guaranteed interest.	Company's share of net traffic receipts.	Gain or loss to the State.
	£	Rs.	Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.	Rs.
1879 . .										
1880 . .										
1881 . .										
1882 . .										
1883 . .										
1884 . .										
The figures for the years 1879 to 1890 could not be completed this year.										
1885 . .										
1886 . .										
1887 . .										
1888 . .										
1889 . .										
1890 . .										
1891 . .	25,439,314	2,32,50,768	1,67,57,262	51,89,008	+ 13,04,438	8,762,223	82,25,120	58,61,996	18,06,348	+ 5,56,776
1892 . .	25,411,532	2,01,95,097	1,88,04,314	38,13,506	- 24,22,723	8,756,801	81,30,959	65,57,945	17,86,755	- 2,13,741
1893 . .	25,418,604	1,79,90,922	1,91,65,618	29,25,476	- 41,00,172	8,823,632	95,78,044	66,44,227	25,09,537	+ 4,24,280
1894 . .	25,585,002	1,62,42,786	2,18,32,651	30,40,331	- 86,30,198	8,960,037	1,00,70,974	76,09,071	27,35,713	- 2,73,810
1895 . .	25,624,430	1,47,16,901	2,16,97,060	16,30,361	- 86,00,520	9,147,505	1,09,37,063	77,03,258	31,37,619	+ 96,186
1896 . .	25,577,674	1,54,05,060	2,02,18,872	21,53,257	- 69,67,069	9,456,068	89,00,862	73,03,613	20,78,128	- 4,80,879
1897 . .	25,601,181	93,83,654	1,89,46,479	...	- 95,62,825	9,745,104	64,70,202	69,36,853	9,51,545	- 14,18,196
1898 . .	25,808,652	1,41,02,053	1,83,20,513	13,57,327	- 53,75,287	9,051,347	87,42,305	67,87,091	19,49,477	+ 5,657
1899 . .	26,053,839	1,56,57,520	1,79,65,944	17,77,082	- 40,85,456	10,263,361	92,90,365	67,46,668	21,68,922	+ 2,74,775
1900 . .	25,082,787	95,17,130	89,65,509	14,48,203	- 8,76,573	10,333,137	82,28,632	68,35,449	15,68,577	- 1,75,394
	Rs. 42,77,73,327	66,30,083	1,19,23,156	...	- 52,93,073					

\* For first-half

† Excluding the outlay Rs. 8,08,405 on the Patri branch which

‡ Capital withdrawn by the Guaranteed Company to 30th June

§ Capital expenditure to 31st December 1900, including expenditure on the Wardha Coal

\*\* For second-half



DIX 30—continued.

Appendix 30.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

38, 40 and 47 of Report.)

TEED COMPANIES.											TOTAL GAIN OR LOSS TO THE STATE FROM RAILWAYS.	CLASS : OF RAIL- WAYS.  GAUGE.  Class : No.  Railway.  Calendar year.
5' 6"					TOTAL GUARANTEED LINES.							
12 (a)												
MADRAS.												
Capital withdrawn for expendi- ture to end of each year.	Net traffic earnings.	Guaranteed Interest.	Com- pany's share of net traffic receipts.	Gain or loss to the State.	Capital withdrawn for expenditure to end of each year.	Net traffic earnings.	Guaranteed Interest.	Companies' share of net traffic receipts.	Gain or loss to the State.			
£	Rs.	Rs.	Rs.	Rs.	£	Rs.	Rs.	Rd.	Rs.	Rd.		
											1879	
											1880	
											1881	
											1882	
											1883	
											1884	
											1885	
											1886	
											1887	
											1888	
											1889	
											1890	
10,903,942	39,06,989	73,92,186	...	-34,85,657	45,105,379	3,53,82,357	3,00,11,444	69,95,356	-16,24,443	+ 14,42,354	1891	
10,979,085	42,92,133	81,62,369	...	-40,70,236	45,147,468	3,26,18,189	3,37,24,628	56,00,261	-67,06,700	-1,08,01,429	1892	
11,035,704	54,21,742	84,82,732	...	-30,60,990	45,277,940	3,29,90,703	3,42,92,577	54,35,013	-67,36,882	-1,46,49,881	1893	
11,048,154	49,47,863	96,56,469	...	-47,08,606	45,393,193	3,12,61,623	3,90,98,191	57,76,044	-1,36,12,612	-1,89,12,739	1894	
11,081,749	58,10,310	96,17,435	53,195	-38,60,320	45,853,684	3,14,64,274	3,90,17,753	48,11,175	-1,23,64,654	-1,66,85,692	1895	
11,105,608	53,85,291	89,92,684	...	-36,07,393	46,139,350	2,96,91,213	3,65,15,169	42,31,385	-1,10,55,341	-2,44,03,875	1896	
11,136,169	59,82,565	84,81,597	91,135	-25,90,167	46,482,454	2,18,36,421	3,43,64,929	10,42,680	-1,35,71,188	-1,96,65,595	1897	
11,197,627	54,12,657	82,40,191	90,546	-29,18,080	46,957,626	2,82,56,915	3,33,47,775	33,97,350	-84,88,210	-99,51,422	1898	
11,288,477	50,16,254	80,58,144	...	-30,41,890	47,605,707	2,99,74,139	3,27,70,756	39,45,954	-67,52,571	-28,81,536	1899	
11,490,267	53,70,820	81,24,701	-	-27,53,881	47,806,191	2,97,66,665	3,58,43,806	30,16,780	-90,98,921	+ 22,86,846	1900	
					Rs. 42,77,73,327							

They will be furnished in next year's report.

of 1900.  
is included under "Unclassified expenditure."  
1900, on which date the line was purchased by the State.  
and Dhond-Mannad railways and Rs. 12,24,41,611 for premium paid for the purchase of line.  
of 1900.

# Appendix 30.

Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS : OF RAILWAYS.			COLLIERIES.					OTHER CHARGES.					GRAND TOTAL GAIN OR LOSS TO THE STATE.
Gauge.	Class : No.	Railway.						UNCLASSIFIED EXPENDITURE.		39. Guaranteed companies—Land and supervision.	40. Subsidised companies—Land, interest and subsidy.	41. Miscellaneous railway expenditure.	
Calendar year.	Capital expenditure to end of each year.	Net earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital outlay.	Gain or loss to the State.						
	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
1879 . . .													
1880 . . .													
1881 . . .													
1882 . . .													
1883 . . .													
1884 . . .													
The figures for the years 1879 to 1890 could not be completed this year.													
1885 . . .													
1886 . . .													
1887 . . .													
1888 . . .													
1889 . . .													
1890 . . .													
1891 . . .	24,75,244	1,63,447	6'60	1,00,320	+ 63,127	63,50,103	—2,53,834	1,92,570	3,31,300	9,20,600	—1,92,823		
1892 . . .	25,53,361	58,863	2'31	1,01,844	—42,981	63,19,388	—2,61,588	2,94,230	2,90,260	—1,08,600	—1,15,81,888		
1893 . . .	25,54,329	50,120	1'96	1,02,660	—52,340	64,91,787	—2,61,790	3,40,040	2,10,000	10,34,390	—1,65,48,641		
1894 . . .	30,84,484	76,102	2'47	1,16,121	—40,019	65,60,878	—2,62,080	3,15,410	1,66,940	10,03,600	—2,07,00,788		
1895 . . .	30,96,232	1,09,765	3'55	1,22,496	—12,731	66,67,155	—2,64,714	2,88,080	1,82,510	7,16,490	—1,81,50,217		
1896 . . .	30,84,097	1,65,096	5'35	1,23,225	+ 41,871	66,89,067	—2,67,564	—15,933	6,96,486	5,81,805	—2,58,91,921		
1897 . . .	30,74,712	1,41,307	4'60	1,23,765	+ 17,542	67,40,736	—2,69,474	1,61,611	9,58,305	5,87,519	—2,16,24,962		
1898 . . .	29,49,005	2,11,183	7'16	1,20,269	+ 90,914	67,55,803	—2,71,796	2,98,114	6,75,823	56,973	—1,11,63,214		
1899 . . .	28,35,874	1,74,385	6'15	81,628	+ 92,757	73,79,773	—2,90,852	7,26,013	2,84,004	5,16,639	—46,06,287		
1900 . . .	16,65,993	2,03,523	12'22	68,646	+ 1,34,877	73,87,308	—3,24,506	2,68,754	70,061	8,86,011	+ 8,72,391		

The figures for the years 1879 to 1890 could not be completed this year.

† Arrived at thus :

Total charge

Deduct—Repayment of advances of interest

\* For official years, as the figures

## DIX 30—continued.

Appendix 30.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

38, 40 and 47 of Report).

State expenditure on Patri branch.	Capital expenditure on surveys (excluding abandoned surveys).	Stores suspense balances.	LINES UNDER CONSTRUCTION.							TOTAL.	Cal-endar year.
			2' 0"	5' 6"	5' 6"	3' 3½"	3' 3½"	3' 3½"	3' 3½"		
			1 (f)	8 (g)	10 (e)	10 (m)	10 (n)	12 (d)	24 (e)		
			Kalka-Simla	Ludhiana-Dhuri-Jakhal.	Petlad-Cambay.	Jaipur.	Vijapur-Kalol.	Shoranur-Cochin.	Tinnevely (Quilon) (Iravancore) Branch (Native State Section).		
Rs.	Rs.	Rs.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	
											1879
											1880
											1881
											1882
											1883
											1884
											1885
											1886
											1887
											1888
											1889
											1890
											1891
											1892
											1893
											1894
											1895
											1896
											1897
											1898
											1899
											1900

for calendar years are not available.

Rs.  
3,93,107  
3,23,046  
70,061

P. T. O.

# Appendix 30.

Gain or loss.

APPENDIX

Gain or loss to the State from railway cutlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS.																ASSISTED														
GAUGE																5' 6"														
Class No.																1 (b)	1 (c)						1 (d)							
Rail way.																DELHI-UMBALLA-KALKA.						SOUTH BEHAR.						TARKESSAR.		
Calendar year.	Capital outlay.	Net traffic earnings.	Percent age of (2) on (1).	Subsidy from Government.	Total Income.	Percent age of (4) on (5).	Capital outlay.	Net earnings.	Percent age of (2) on (1).	Rebate from E. I. Ry.	Total income.	Percent age of (3) on (1).	Capital outlay.	Net traffic earnings.	Percent age on capital outlay.	Capital outlay.	Net traffic earnings.	Percent age on capital outlay.												
	(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	(3)	(4)	(5)	(6)																		
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.			Rs.	Rs.												
1879 .																														
1880 .																														
1881 .																														
1882 .																														
1883 .																														
1884 .																														
The figures for the years 1879 to 1890 could not be completed this year.																														
1885 .																														
1886 .																														
1887 .																														
1888 .																														
1889 .																														
1890 .																														
1891 .	1,55,44,625	4,72,002	3'04	...	4,72,002	3'04	...	...	...	...	...	...	17,27,021	1,63,478	9'45															
1892 .	1,58,22,137	5,62,520	3'56	...	5,62,520	3'56	...	...	...	...	...	...	17,32,567	1,54,837	8'94															
1893 .	1,55,24,000	6,21,224	4'01	...	6,23,274	4'01	...	...	...	...	...	...	17,47,230	1,50,420	8'61															
1894 .	1,55,25,517	6,95,514	4'48	...	6,95,514	4'48	...	...	...	...	...	...	17,47,940	1,56,569	8'95															
1895 .	1,55,06,120	7,59,470	4'90	...	7,59,470	4'90	5,17,988	...	...	...	...	...	17,53,340	1,59,091	9'07															
1896 .	1,54,42,781	6,83,597	4'44	...	6,83,797	4'44	30,83,026	...	...	...	...	...	17,56,398	1,57,005	8'95															
1897 .	1,53,26,585	8,18,126	5'34	...	8,18,126	5'34	62,72,345	...	...	...	...	...	17,57,160	1,62,563	9'25															
1898 .	1,53,41,587	8,35,906	5'45	...	8,35,906	5'45	97,45,791	...	...	...	...	...	17,77,085	1,58,461	8'92															
1899 .	1,53,01,272	7,99,541	4'77	...	7,27,541	4'77	1,18,16,730	1,32,163	1'12	33,403	1,65,356	1'40	17,94,166	1,52,491	8'55															
1900 .	1,53,15,467	7,13,712	4'66	...	7,13,712	4'66	1,23,15,110	3,03,636	2'47	1,44,404	4,18,010	3'61	17,94,166	1,61,132	9'03															

income derived by railways which are not guaranteed by the State.

38, 40 and 47 of Report.)

COMPANIES.												CLASS : OF RAILWAYS.	
5' 6"												GAUGE.	
6 (a)			7 (b)			8 (b)						Class : No.	
CALCUTTA PORT COMMISSIONERS'.			HARDWAR-DEHRA.			SOUTHERN PUNJAB.						Railway.	
Capital outlay.	Net traffic earnings.	Per cent-age on Capital outlay.	Capital outlay.	Net traffic earnings.	Percent-age on capital outlay.	Capital outlay.	Net earnings.	Percent-age of (2) on (1).	Rebate from N. W. Ry.	Total income	Percent-age of (5) on (1).	Calendar Year.	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	(1)	(2)	(3)	(4)	(5)	(6)
													1879
													1880
													1881
													1882
													1883
													1884
They will be furnished in next year's report.												1885	
													1886
													1887
													1888
													1889
													1890
...	...	...	...	...	...	...	...	...	...	...	...	...	1891
57,83,467	1,30,915	2'26	...	...	...	...	...	...	...	...	...	...	1892
58,79,200	1,16,527	1'98	...	...	...	...	...	...	...	...	...	...	1893
58,79,200	1,32,054	2'15	...	...	...	...	...	...	...	...	...	...	1894
65,14,893	1,77,119	2'72	...	...	...	21,49,441	...	...	...	...	...	...	1895
68,49,276	2,19,264	3'21	...	...	...	1,30,67,048	...	...	...	...	...	...	1896
70,78,605	1,18,707	2'10	1,96,017	...	...	1,99,08,812	49,748	0'25	21,579	71,327	0'36	...	1897
71,28,711	1,49,581	2'10	10,70,545	...	...	2,23,62,921	6,70,451	3'00	66,922	7,37,173	3'30	...	1898
71,96,944	1,52,416	2'63	23,42,687	...	...	2,26,68,362	6,63,406	2'93	1,37,293	8,00,699	3'53	...	1899
73,81,486	1,71,297	2'35	25,67,003	80,243	3'13	2,26,57,063	7,79,418	3'44	13,504	7,02,922	3'50	...	1900

Appendix 30.  
Grain or loss.

APPENDIX

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS: OF RAILWAYS.														ASSISTED
GAUGE.		5' 6"					3' 3½"							
Class: No.		10 (b)					2 (c)			3				
Railway.		TAPTI VALLEY.					BRAHMAPUTRA-SULTANPUR.			MYMENSINGH-JAMALPUR.				
Calendar year.	Capital outlay.	Net earnings.	Percentage of (2) on (1).	Rebate from B. B. & C. I.	Total income.	Percent of (5) on (1).	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net earnings.	Percentage of (2) on (1).	Rebate from E. B. Ry.	
	(1)	(2)	(3)	(4)	(5)	(6)				(1)	(2)	(3)	(4)	
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	
1879														
1880														
1881														
1882														
1883														
1884														
1885														
1886														
1887														
1888														
1889														
1890														
1891	...	...	...	...	...	...	...	...	...	...	...	...	...	
1892	...	...	...	...	...	...	...	...	...	...	...	...	...	
1893	...	...	...	...	...	...	...	...	...	...	...	...	...	
1894	...	...	...	...	...	...	...	...	...	...	...	...	...	
1895	...	...	...	...	...	...	...	...	...	...	...	...	...	
1896	8,390	...	...	...	...	...	...	...	...	1,950	...	...	...	
1897	20,56,294	...	...	...	...	...	2,07,919	...	...	5,54,688	...	...	...	
1898	60,45,413	*	...	...	*	...	12,55,457	...	...	10,44,638	4,213	0.40	...	
1899	1,21,09,133	*	...	...	*	...	19,58,137	19,964	1.02	16,11,248	36,575	2.27	...	
1900	1,28,31,291	†	...	...	†	...	24,20,811	75,122	3.10	18,78,395	89,116	4.74	...	

The figures for the years 1879 to 1890 could not be completed this year.

\* Credited to interest on capital.

† The net earnings for the first-half of 1900 were credited to interest on Capital and those for the second-half of 1900 including rebate

DIX 30—continued.

Appendix 30.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

38, 40 and 47 of Report.)

COMPANIES—contd.														CLASS: OF RAIL- WAYS.
3' 3 3/4".														GAUGE.
(b).	10 (g)							12 (c)						Class: No.
JAGANNATHGANJ.	AHMEDABAD-PARÁNTJ.							NILGIRI.						Railway.
Total Income.	Percent age of (5) on (1).	Capital outlay.	Net earnings.	Percent- age of (2) on (1).	Rebate from B. B. & C. I. Ry.	Total income.	Percent- age of (5) on (1).	Capital outlay.	Net traffic earn- ings.	Percent- age of (2) on (1).	Subsidy from Govern- ment.	Total income.	Percent- age of (5) on (1).	Calendar year.
(5)	(6)	(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	(3)	(4)	(5)	(6)	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
														1879
														1880
														1881
														1882
														1883
														1884
														1885
														1886
														1887
														1888
														1889
														1890
...	...	...	...	...	...	...	...	2,89,134	...	...	...	...	...	1891
...	...	...	...	...	...	...	...	8,89,751	...	...	...	...	...	1892
...	...	...	...	...	...	...	...	15,50,600	...	...	...	...	...	1893
...	...	...	...	...	...	...	...	18,50,000	...	...	...	...	...	1894
...	...	...	...	...	...	...	...	22,60,000	...	...	...	...	...	1895
...	...	13,12,752	...	...	...	...	...	18,92,610	...	...	...	...	...	1896
...	...	19,42,211	36,665	1'89	...	36,665	1'89	36,84,977	...	...	...	...	...	1897
4,213	0'40	19,42,971	85,836	4'43	...	85,836	4'43	44,54,085	...	...	...	...	...	1898
36,575	2'72	19,49,616	1,12,687	6'24	...	1,12,687	6'24	47,89,944	20,209	0'42	24,392	44,600	0'93	1899
89,116	4'74	19,53,305	1,55,952	7'98	...	1,55,952	7'98	48,96,490	86,642	1'77	23,006	1,19,648	2'44	1900

They will be furnished in next year's report.

will be treated as a set off against the charge to capital for interest in the next half-yearly accounts.

P. T. O.

Appendix 30.  
Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS: OF RAILWAYS.														ASSISTED.											
GAUGE.														3' 3½"											
Class : No.														13 (a)			13 (b)			14 (a)					
Railway.														BENGAL DOOARS.			BENGAL DOOARS EXTENSION.			DIBRU.					
Calendar year.	Capital outlay.	Net earnings.	Percent- age of (1) on (2).	Subsidy from District B.ard.	Total income.	Percent- age of (5) on (1).	Capital outlay.	Net traffic earnings.	Percent- age on capital outlay.	Capital outlay.	Net earnings.	Percent- age of (2) on (1).	Subsidy from Govern- ment.												
	(1)	(2)	(3)	(4)	(5)	(6)				(1)	(2)	(3)	(4)												
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.												
1879																									
1880																									
1881																									
1882																									
1883																									
1884																									
														The figures for the years 1879 to 1890 could not be completed this year.											
1885																									
1886																									
1887																									
1888																									
1889																									
1890																									
1891	16,479	...	...	...	...	...	...	...	...	67,05,474	1,70,526	2'54	1,00,000												
1892	12,67,626	...	...	...	...	...	...	...	...	69,56,304	1,63,719	2'35	1,00,000												
1893	18,49,091	57,639	3'12	...	57,639	3'12	...	...	...	71,70,562	1,52,972	2'13	1,00,000												
1894	22,84,224	1,04,291	4'57	4,000	1,44,291	6'32	...	...	...	70,97,487	1,95,732	2'76	1,00,000												
1895	23,25,476	1,27,458	5'48	4,000	1,31,458	5'65	...	...	...	74,02,729	2,69,543	3'64	1,00,000												
1896	24,33,213	1,31,813	5'42	...	1,31,813	5'42	...	...	...	74,01,496	3,12,286	4'22	1,00,000												
1897	16,30,713	1,45,299	5'48	...	1,45,289	5'48	72,151	...	...	74,20,119	2,64,750	3'57	1,00,000												
1898	26,68,050	1,10,620	4'15	4,000	1,14,620	4'30	4,03,611	...	...	74,40,474	2,82,478	3'80	50,000												
1899	26,26,748	1,18,416	4'51	...	1,18,416	4'51	26,75,455	...	...	74,56,183	4,49,688	6'03	37,978												
1900	26,42,693	1,89,461	7'17	...	1,89,461	7'17	47,11,632	5,015	0'11	77,14,349	4,62,381	5'99	...												

\* Amount for previous period



## DIX 30—continued.

Appendix 30.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

38, 40 and 47 of Report.)

COMPANIES—contd.											CLASS OF RAILWAYS.
3' 3½"											Gauge.
											Class No.
SADYA.		LEDO AND TIKAR-MAR-GHERIA COLLIERY.			DEOGHUR.			BENGAL AND NORTH-WESTERN (COMPANY'S SECTION.)			Railway.
Total Income.	Percentage of (5) on (1).	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Calendar year.
(5)	(6)										
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
											1879.
											1880.
											1881.
											1882.
											1883.
											1884.
											1885.
											1886.
											1887.
											1888.
											1889.
											1890.
2,70,526	4'03	...	...	...	2,82,752	15,429	5'46	2,65,78,827	16,23,993	6'11	1891.
2,61,719	3'79	...	...	...	2,88,329	9,707	3'37	2,83,88,821	17,01,254	5'99	1892.
2,52,972	3'53	...	...	...	2,87,364	10,103	6'65	2,84,84,234	16,48,702	5'79	1893.
2,95,732	4'17	...	...	...	2,87,526	9,659	3'36	2,87,24,887	17,67,623	6'15	1894.
3,69,543	4'99	...	...	...	2,88,096	15,308	5'31	3,12,95,704	17,55,675	5'61	1895.
4,12,286	5'57	...	...	...	2,87,797	11,498	4'00	3,43,36,114	17,41,786	5'07	1896.
3,64,750	4'92	11,46,240	8,024	0'70	2,87,942	11,152	3'87	4,10,32,207	17,99,182	4'38	1897.
3,32,478	4'33	12,00,698	3,752	0'31	2,88,453	6,601	2'28	4,66,78,922	20,50,805	4'39	1898.
4,87,666	6'54	12,83,416	23,053	1'72	2,87,325	6,678	2'32	5,16,06,763	27,32,851	5'30	1899.
4,62,381	5'99	12,84,375	17,981	1'49	2,87,379	7,376	2'56	5,24,73,019	25,23,996	4'82	1900.

received during 1899.

Appendix 30,  
Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS.	ASSISTED											
GAUGE.	3' 3½"									2' 6".		
Class : No.	17 (c)			18 (a)						27 (a)		
Railway.	SEGOWLIE-RAXAUL.			ROHILKUND AND KUMAON (COMPANY'S SECTION).						BARS.		
Calendar year.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage (2) on (1)	Subsidy from Government.	Total income.	Percentage of (5) on (1)	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.
	Rs.	Rs.		Rs.	Rs.	(1)	Rs.	Rs.	(6)	Rs.	Rs.	
1879												
1880												
1881												
1882												
1883												
1884												
The figures for the years 1879 to 1890 could not be completed this year.												
1885												
1886												
1887												
1888												
1889												
1890												
1891	...	...	...	20,49,458	1,53,440	7'49	...	1,53,440	7'49	...	...	...
1892	...	...	...	20,58,575	1,97,780	9'61	...	1,97,780	9'61	...	...	...
1893	...	...	...	20,82,280	4,83,180	8'80	...	1,83,180	8'80	...	...	...
1894	...	...	...	20,80,440	2,15,191	10'34	...	2,15,191	10'34	...	...	...
1895	...	...	...	20,78,251	1,52,978	7'36	...	1,52,973	7'36	2,357	...	...
1896	1,26,044	...	...	20,79,963	1,54,595	7'43	...	1,54,595	7'43	10,06,657	...	...
1897	6,68,783	...	...	21,20,428	1,73,184	8'17	...	1,73,184	8'17	13,43,891	21,560	1'60
1898	8,07,550	...	...	21,42,552	2,21,899	10'36	...	2,21,899	10'36	13,42,592	24,559	1'83
1899	10,81,740	*	...	21,48,313	2,34,020	10'89	...	2,34,020	10'89	13,56,809	64,475	4'75
1900	12,12,073	*	...	21,53,125	2,28,048	10'59	...	2,28,048	10'59	13,56,501	42,440	3'13

\* Credited to interest on capital.

income derived by railways which are not guaranteed by the State.

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COMPANIES—contd.															CLASS: OF RAIL- WAYS.
2' 6".															GAUGE.
28 (a).			29 (a).						30 (a).						Class : No.
TARAKESHWAR-MAGRA.			RANAGHAT-KRISHNAGAR.						TEZPUR-BALIPARA.						Railway.
Capital outlay.	Net traffic earnings.	Percent- age on capital outlay.	Capital outlay,	Net earn- ings.	Percent- age of (2) on (1).	Subsidy from District Board.	Total Income.	Percent- age of (5) (1) on.	Capital outlay.	Net earnings.	Per- cent- age of (2) (1) on.	Subsidy from District Board.	Total Income.	Percent- age of (5) on (1).	Calendar year.
Rs.	Rs.		(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	(1)	(4)	(5)	(6)	
															1879
															1880
															1881
															1882
															1883
															1884
They will be furnished in next year's report.															1885
															1886
															1887
															1888
															1889
															1890
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1891
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1892
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1893
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1894
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1895
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1896
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1897
9,44,627	21,002	2'22	7,22,369	...	...	...	...	...	4,56,927	20,157	4'41	...	20,157	4'41	1898
9,62,446	12,192	1'27	7,27,809	8,415	1'16	12,352	20,767	2'85	4,74,177	26,156	5'52	..	26,156	5'52	1899
9,61,811	20,061	2'18	7,51,809	19,442	2'59	9,472	28,914	3'85	4,87,240	25,797	5'29	...	25,797	5'29	1900

Appendix 30.  
Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraph

CLASS OF RAILWAYS.													ASSISTED
Gauge.	2' 6"						2' 0"						
Class: No.	32 (a)						33 (a)						
Railway.	DARJEELING-HIMALAYAN.						HOWRAH-AMTA.						
Calendar year.	Capital outlay.	Net earnings.	Percentage of (2) on (1).	Subsidy from Government.	Total Income.	Percentage of (5) on (1).	Capital outlay	Net earnings.	Percentage of (2) on (1).	Subsidy from District Board.	Total Income.	Percentage of (5) on (1).	
	(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	(3)	(4)	(5)	(6)	
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
1879													
1880													
1881													
1882													
1883													
1884													
The figures for the years 1879 to 1890 could not be completed this year.													
1885													
1886													
1887													
1888													
1889													
1890													
1891	30,59,693	2,58,253	8'44	...	2,58,253	8'44	...	...	...	...	...	...	
1892	31,09,079	2,66,647	8'57	...	2,66,647	8'57	...	...	...	...	...	...	
1893	31,72,223	2,93,903	8'50	—1,55,418	1,27,485	4'02	...	...	...	...	...	...	
1894	31,77,536	2,56,286	8'10	—29,756	2,26,530	7'13	...	...	...	...	...	...	
1895	31,99,765	3,59,933	11'25	—61,740	2,98,193	9'32	...	...	...	...	...	...	
1896	33,12,732	3,39,667	10'25	—62,087	2,97,580	8'98	...	...	...	...	...	...	
1897	33,15,455	3,33,188	10'05	—55,929	2,77,259	8'36	...	...	...	...	...	...	
1898	33,65,993	3,41,109	10'13	—59,432	2,81,667	8'37	11,24,713	78,910	7'02	† 15,062	63,848	5'68	
1899	35,08,469	2,49,770	7'12	—34,933	2,14,837	6'12	11,41,307	1,12,794	9'88	—27,835	84,959	7'44	
1900	34,99,487	3,61,840	10'34	...	3,61,840	10'34	11,88,283	1,23,104	10'36	—30,244	92,860	7'81	

\* Due to re-payments to Government by the Railway Company on account  
† Share of profits exceeding 4 per cent.

income derived by railways which are not guaranteed by the State.

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COMPANIES—concl'd.												CLASS: OF RAILWAYS.
2' 0"						TOTAL ASSISTED COMPANIES.						GAUGE.
34 (a)												Class: No.
HOWRAH-SHEAKHALLA.												Railway.
Capital outlay.	Net earnings	Per-centage of (2) on (1).	Subsidy from District Board.	Total Income.	Per-centage of (5) on (1).	Capital outlay.	Net earnings.	Percent-age of (2) on (1).	Rebate and subsidy.	Total income.	Percent-age of (5) on (1).	Calendar Year.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	(3)	(4)	(5)	(6)	
Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
												1879
												1880
												1881
												1882
												1883
												1884
They will be furnished in next year's report.												1885
												1886
												1887
												1888
												1889
												1890
...	...	...	...	...	...	5,62,55,530	28,57,121	5'08	1,00,000	29,57,121	5'25	1891
...	...	...	...	...	...	6,62,96,656	31,87,379	4'81	1,00,000	32,87,379	4'66	1892
...	...	...	...	...	...	6,77,46,834	29,51,767	4'35	—55,418	28,96,349	4'29	1893
...	...	...	...	...	...	6,35,54,687	35,38,819	5'56	74,244	36,13,063	5'69	1894
...	...	...	...	...	...	7,52,95,250	37,76,590	5'02	42,260	38,18,850	5'07	1895
...	...	...	...	...	...	9,44,10,649	37,73,711	4'00	37,213	38,11,624	4'03	1896
...	...	...	...	...	...	11,90,78,542	39,72,138	3'34	65,650	40,37,788	3'30	1897
6,09,398	16,768	2'75	4,267	21,035	3'45	14,23,68,034	50,83,108	3'57	40,695	51,23,803	3'60	1898
6,09,434	21,453	3'52	† —250	21,203	3'48	16,14,74,729	61,27,453	3'79	1,82,400	63,09,853	3'91	1899
6,09,446	26,824	4'40	—999	25,825	4'24	16,73,35,501	66,78,336	3'99	1,59,143	68,37,479	4'09	1900

† the up-keep and maintenance of the cart road utilized by the railway.  
or annum paid to District Board.

# Appendix 30.

Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS															
LINES OWNED BY NATIVE STATES															
GAUGE. 5' 6"															
Class: No.	9 (d).			9 (e).			9 (g).			9 (h).			9 (i).		
Railway.	KHAMGAON.			AMRAOTI.			BINA-GOONA-BÁRÁN.			BHOPAL-UJJAIN.			BHOPAL-ITÁRSI (NATIVE STATE SECTION).		
Calendar year.	Capital outlay.	Net traffic earnings.	Per-cent- age on Capital outlay	Capital outlay.	Net traffic earnings.	Per-cent- age on Capital outlay	Capital outlay.	Net traffic earnings.	Per-cent- age on Capital outlay	Capital outlay.	Net traffic earnings.	Per-cent- age on Capital outlay	Capital outlay.	Net traffic earnings.	Per-cent- age on Capital outlay
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
1879 . .															
1880 . .															
1881 . .															
1882 . .															
1883 . .															
1884 . .															
The figures for the years 1879 to 1890 could not be completed this year.															
1885 . .															
1886 . .															
1887 . .															
1888 . .															
1889 . .															
1890 . .															
1891 . .	4,90,408	32,620	6'65	4,49,395	53,393	11'88	51,905	...	...	...	...	...	50,00,000	1,73,154	3'4
1892 . .	4,89,132	30,709	6'32	4,50,160	48,637	10'80	2,57,611	...	...	88,462	...	...	50,00,000	1,65,883	3'31
1893 . .	4,87,567	21,997	4'51	4,49,998	43,056	9'57	35,18,701	...	...	22,76,863	...	...	50,00,000	1,30,925	2'61
1894 . .	4,86,003	21,667	4'46	4,49,461	41,910	9'32	47,79,615	...	...	53,53,849	...	...	50,00,000	1,44,679	2'89
1895 . .	5,20,947	26,031	5'00	4,49,988	38,252	8'50	49,81,035	...	...	69,69,331	...	...	50,00,000	1,02,891	2'06
1896 . .	5,22,603	24,446	4'68	4,51,119	42,871	9'50	54,16,074	36,821	0'68	77,77,604	1,80,218	2'32	50,00,000	1,38,532	2'77
1897 . .	5,22,150	13,901	2'66	4,52,445	29,862	6'60	87,73,621	43,446	0'50	75,36,180	1,84,660	2'45	50,00,000	1,33,070	2'66
1898 . .	5,22,150	24,326	4'66	4,54,498	39,172	8'61	97,66,068	58,040	0'59	75,85,789	2,05,051	2'70	50,00,000	1,71,375	3'43
1899 . .	5,22,150	14,850	2'84	4,54,417	32,214	7'09	99,31,680	1,26,108	1'27	76,54,290	2,77,911	3'63	50,00,000	1,79,444	3'39
1900 . .	5,22,150	13,924	2'67	4,54,418	32,436	7'14	1,00,21,605	2,20,490	2'20	76,88,020	4,65,681	6'06	50,00,000	2,67,288	5'35

Income derived by railways which are not guaranteed by the State.

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AND WORKED BY COMPANIES.															CLASS: OF RAILWAYS
5' 6"															GAUGE.
10 (c).			10 (d).			10 (e).			11 (a)			12 (b).			Class: No.
GAEKWAR'S PETLAD.			NAGDA-UJJAIN.			PALANPUR-DEESA (DURBAR'S PORTION.)			NIZAM'S GUARANTEED STATE.			KOLAR GOLD-FIELDS.			Railway.
Capital outlay.	Net traffic earnings.	Per-cent- age on capi- tal outlay.	Capital outlay.	Net traffic earnings.	Per-cent- age on capi- tal outlay.	Capital outlay.	Net traffic earnings.	Per-cent- on Cap- ital outlay.	Capital outlay.	Net traffic earnings.	Per-cent age on capi- tal outlay.	Capital outlay.	Net traffic earnings.	Per-cent age on capi- tal outlay.	Calendar year.
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
															1879
															1880
															1881
															1882
															1883
															1884
They will be furnished in next year's report.															1885
															1886
															1887
															1888
															1889
															1890
7,10,118	36,346	5'12	...	...	...	...	...	...	3,95,18,791	12,57,860	3'18	...	...	...	1891
7,11,081	34,757	4'89	...	...	...	20,000	...	...	3,05,48,395	13,24,959	3'35	27,661	...	...	1892
7,12,768	40,627	5'70	...	...	...	1,85,000	1,335	0'72	4,01,96,909	14,36,451	3'57	5,27,634	...	...	1893
7,23,482	44,037	6'09	...	...	...	1,85,000	11,365	6'14	4,02,33,826	16,22,028	4'03	6,56,175	29,273	4'46	1894
7,23,139	46,584	6'44	5,33,660	...	...	1,85,000	11,333	6'13	4,06,43,818	15,77,149	3'88	6,61,654	66,379	10'03	1895
7,23,616	82,847	11'45	20,71,251	17,762	0'86	1,85,000	14,101	7'62	4,08,24,737	17,28,196	4'24	7,45,004	63,287	8'50	1896
7,55,769	33,946	4'49	22,19,919	47,756	2'15	1,85,000	10,883	5'88	4,09,60,944	19,38,769	4'73	7,91,074	90,278	11'41	1897
7,49,047	28,156	3'76	22,31,596	71,509	3'20	1,85,000	10,334	5'59	4,10,54,449	22,74,580	5'54	8,09,537	82,133	10'15	1898
7,52,439	39,312	5'22	22,34,346	77,732	3'48	1,85,000	12,102	6'54	4,15,68,731	25,01,046	6'02	10,79,552	56,827	5'27	1899
7,52,097	41,713	5'55	22,29,753	1,30,856	5'42	1,85,000	14,238	7'70	4,17,49,124	28,41,985	6'81	10,77,901	67,093	6'22	1900

**Appendix 30.**  
Gain or loss.

APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

CLASS: OF RAILWAYS															
LINES OWNED BY NATIVE STATES															
GAUGE.															
3' 3 1/2"															
Class: No.	10 (f)			11 (c)			22 (d)			22 (e)			22 (f)		
Railway.	GAEKWAR'S MEHSANA.			HYDERABAD-GODAVARI VALLEY.			YESVANTPUR-MYSORE FRONTIER			BIRUR-SHIMOGA.			KOLHAPUR.		
Calendar year.	Capital outlay.	Net traffic earnings.	Per-centage on capital outlay.	Capital outlay.	Net traffic earnings.	Per-centage on capital outlay.	Capital outlay.	Net traffic earnings.	Per-centage on capital outlay.	Capital outlay.	Net traffic earnings.	Per-centage on capital outlay.	Capital outlay.	Net traffic earnings.	Per-centage on capital outlay.
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
1879 . .															
1880 . .															
1881 . .															
1882 . .															
1883 . .															
1884 . .															
1885 . .															
1886 . .															
1887 . .															
1888 . .															
1889 . .															
1890 . .															
1891 . .	29,04,050	1,05,801	3'64	...	...	...	...	...	...	...	...	...	23,16,183	20,866	0'90
1892 . .	29,71,610	1,53,005	5'15	...	...	...	24,41,741	...	...	...	...	...	23,81,046	24,066	1'01
1893 . .	30,26,752	1,98,250	6'55	...	...	...	23,89,508	22,708	0'95	...	...	...	23,21,687	49,991	2'15
1894 . .	30,94,578	2,36,387	7'64	...	...	...	24,34,999	56,504	2'32	...	...	...	23,05,817	43,632	1'89
1895 . .	32,55,044	2,02,440	6'22	...	...	...	24,19,698	79,886	3'30	...	...	...	23,69,206	51,006	2'15
1896 . .	32,61,448	2,71,262	8'32	3,74,350	...	...	23,94,762	99,592	4'16	2,90,226	...	...	23,05,912	54,305	2'35
1897 . .	32,63,900	1,18,358	3'63	17,64,352	...	...	24,79,210	1,81,159	7'31	6,27,263	...	...	23,24,807	41,981	1'80
1898 . .	32,82,612	1,99,052	6'07	86,55,416	...	...	24,08,316	56,430	2'26	15,70,079	...	...	23,24,807	24,201	1'04
1899 . .	32,83,612	2,16,654	6'60	2,00,21,971	36,877	0'18	24,08,162	50,528	2'02	20,85,475	1,881	0'09	23,24,807	33,286	1'46
1900 . .	33,01,950	2,36,754	7'17	2,31,94,817	4,20,826	1'81	24,98,047	67,135	2'69	22,94,457	24,219	1'06	23,24,807	44,875	1'93

The figures for the years 1879 to 1890 could not be compl



## DIX 30—continued.

Appendix 30.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

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AND WORKED BY COMPANIES—concl'd.

CLASS: OF  
RAILWAYS.

22 (d)			10 (i)			10 (j)			9 (j)			GAUGE.
MYSORE-NANJANGUD.			GAEKWAR'S DABHOI.			RAJPIPLA.			GWALIOR LIGHT.			Class: No.
Capital outlay.	Net traffic earnings.	Percentage on capital outlay	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Railway.
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Calendar year.
												1879
												1880
												1881
												1882
												1883
												1884
												1885
												1886
												1887
												1888
												1889
												1890
...	...	...	17,94,157	68,126	3'80	...	...	...	...	...	...	1891
5,92,414	6,101	1'03	18,47,403	1,06,510	5'77	...	...	...	...	...	...	1892
6,18,551 <sup>a</sup>	14,001	2'26	18,55,158	1,32,507	7'14	...	...	...	...	...	...	1893
6,03,095	12,866	2'13	18,88,774	95,429	5'05	12,647	...	...	...	...	...	1894
6,09,212	16,432	2'69	19,08,757	96,764	5'02	77,265	...	...	...	...	...	1895
6,09,681	17,125	2'81	20,74,756	1,25,657	6'06	4,09,141	...	...	2,166	...	...	1896
6,34,764	14,265	2'25	21,08,574	50,949	2'42	7,55,792	— 6,534	...	1,03,552	...	...	1897
6,43,821	10,124	1'57	21,18,491	— 26,592	...	11,03,333	— 9,173	...	9,30,815	...	...	1898
6,46,051	5,671	0'88	21,17,586	87,571	4'14	13,07,820	8,478	0'65	22,79,267	— 4,113	...	1899
6,53,741	11,357	1'74	21,17,528	61,606	2'44	13,10,159	12,139	0'93	27,10,557	— 137	...	1900

eted this year. They will be furnished in next year's report.

**Appendix 30.**  
Gain or loss.

APPEN

Gain or loss to the State from railway outlay as also the

(Referred to in paragraph

CLASS OF RAILWAYS.	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.									LINES OWNED		
GAUGE.	5' 6"						2' 6"			3' 3"		
Class: No.	8 (c)			8 (f)			2 (e)			19 (a)		
Railway.	RÁJPURA-BHÁTINDA.			JAMMU AND KASHMIR. (NATIVE STATE SECTION).			COOCH BEHAR.			JODHPUR-BIKANER (JODHPUR SECTION).		
Calendar year.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
1879 . .												
1880 . .												
1881 . .												
1882 . .												
1883 . .												
1884 . .												
1885 . .												
1886 . .												
1887 . .												
1888 . .												
1889 . .												
1890 . .												
1891 . .	65,81,553	3,23,937	4'92	13,80,083	15,904	1'15	14,685	...	...	41,87,110	3,34,364	7'99
1892 . .	66,41,382	2,53,824	3'82	9,45,302	15,444	1'63	4,09,136	...	...	60,59,552	5,28,941	8'73
1893 . .	67,26,941	3,07,956	4'58	9,56,327	14,332	1'50	6,65,172	—2,455	...	64,74,611	4,33,895	6'70
1894 . .	67,01,669	5,66,565	8'45	9,59,773	17,556	1'83	7,14,318	8,576	1'20	64,49,374	6,69,373	10'38
1895 . .	67,02,457	5,93,506	8'86	9,60,010	18,262	1'90	7,30,953	19,200	2'63	64,32,934	5,69,246	8'85
1896 . .	66,95,813	4,49,022	6'71	9,60,011	31,321	3'26	7,66,734	38,570	5'03	64,78,328	7,38,273	11'40
1897 . .	66,96,451	3,13,617	4'68	9,65,151	21,587	2'24	9,01,219	35,344	3'92	74,90,176	7,44,799	9'94
1898 . .	67,04,520	3,16,187	4'72	9,62,846	21,433	2'23	10,32,938	6,687	0'65	1,00,85,594	7,30,956	7'25
1899 . .	67,05,785	3,05,784	4'56	9,60,820	22,932	2'39	12,99,031	43,073	3'32	1,13,42,183	11,66,844	10'99
1900 . .	67,05,785	3,12,211	4'66	9,60,492	24,571	2'56	12,83,906	51,602	4'02	1,14,28,508	9,07,480	7'94

The figures for the years 1879 to 1890 could not be completed this year.

DIX 30—continued.

Appendix 30.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

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AND WORKED BY NATIVE STATES.															CLASS OF RAILWAYS.
3' 3 1/2"															GAUGE.
19 (b)			20 (a)			21 (a)			21 (b)			21 (c)			Class: No.
JODHPUR-BIKANER (BIKANER SECTION).			UDAIPUR-HITOR.			PHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR.			JAL NAGAR.			JETALSAR-RÁJKOT.			Railway.
Capital outlay.	Net traffic earnings.	Percentage on capital outlay	Capital outlay.	Net traffic earnings.	Percentage on capital outlay	Capital outlay.	Net traffic earnings.	Percentage on capital outlay	Capital outlay.	Net traffic earnings.	Percentage on capital outlay	Capital outlay.	Net traffic earnings.	Percentage on capital outlay	Calendar year.
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
															1879
															1880
															1881
															1882
															1883
															1884
															1885
															1886
															1887
															1888
															1889
															1890
															1891
															1892
															1893
															1894
															1895
															1896
															1897
															1898
															1899
															1900

They will be furnished in next year's report.

Appendix 30.  
Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAIL- WAYS.	LINES OWNED AND WORKED BY NATIVE STATES.						TOTAL NATIVE STATES LINES.			LINES IN		
	3' 3"			2' 6"								
	2. (d)			21 (a)						23 (a)		
	DHUANGADRA.			MORVI.						WEST OF INDIA PORTUGUESE.		
Calendar year.	Capital outlay.	Net traffic earnings.	Per- cent- age on capital outlay.	Capital outlay.	Net traffic earnings.	Per- cent- age on capital outlay.	Capital outlay.	Net traffic earnings.	Per- cent- age on capital outlay.	Capital outlay.	Net traffic earnings.	Per- cent- age on capital outlay.
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
1879												
1880												
1881												
1882												
1883												
1884												
The figures for the years 1879 to 1890 could not be completed this year.												
1885												
1886												
1887												
1888												
1889												
1890												
1891	...	...	...	20,55,599	1,42,617	5'28	8,60,11,514	30,09,498	3'50	1,63,32,139	1,21,583	0'74
1892	...	...	...	21,04,519	1,30,370	6'19	9,19,77,951	32,86,156	3'57	1,61,00,901	11,107	0'07
1893	...	...	...	21,57,365	1,45,732	6'75	10,01,84,730	39,56,647	3'93	1,62,74,816	1,65,069	1'01
1894	...	...	...	22,23,526	1,42,667	6'42	10,53,78,060	46,57,448	4'42	1,63,12,813	1,19,332	0'73
1895	...	...	...	23,99,396	2,00,127	8'34	11,00,11,010	46,59,182	4'24	1,63,31,966	1,17,136	0'69
1896	...	...	...	23,82,315	1,81,621	7'62	11,58,44,053	54,84,723	4'73	1,63,80,444	—78,893	...
1897	5,830	...	...	24,76,757	2,11,642	8'55	12,38,19,065	52,51,997	4'24	1,63,40,168	—1,60,785	...
1898	5,93,589	10,617	1'79	24,79,448	1,63,990	6'61	13,92,01,222	54,25,189	3'90	1,62,97,448	—1,10,145	...
1899	6,06,104	20,978	3'46	25,06,414	1,70,053	6'78	15,60,67,560	67,50,117	4'32	1,62,96,432	1,64,665	1'01
1900	5,86,534	18,984	3'24	27,28,115	1,58,794	5'82	16,09,04,092	78,85,412	...	1,63,29,262	—66,845	...

## DIX 30—concluded.

Appendix 30.  
Gain or loss.

income derived by railways which are not guaranteed by the State.

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FOREIGN TERRITORY.									CLASS : OF RAILWAYS.
3' 3 1/2"						TOTAL LINES IN FOREIGN TERRITORY.			GAUGE.
24 (c)			24 (d)						Class: No.
KARAIKKAL-PERALAM.			PONDICHERRY.						Railway.
Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Net traffic earnings.	Percentage on capital outlay.	Calendar year.
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
									1879
									1880
									1881
									1882
									1883
									1884
They will be furnished in next year's report.									1885
									1886
									1887
									1888
									1889
									1890
...	...	...	5,68,543	20,107	3'54	1,68,90,682	1,41,690	0'84	1891
...	...	...	5,63,543	15,211	2'70	1,68,69,444	26,418	0'16	1892
...	...	...	5,68,543	18,014	3'17	1,68,43,359	1,83,081	1'09	1893
...	...	...	5,68,543	18,425	3'24	1,68,81,356	1,37,757	0'82	1894
4,739	...	...	5,68,543	22,711	3'99	1,69,05,268	1,34,847	0'79	1895
59,009	...	...	5,68,543	17,776	3'13	1,70,07,996	—61,117	...	1896
5,93,082	...	...	5,68,543	17,169	3'02	1,75,01,793	—1,43,616	...	1897
7,21,665	7,855	1'09	5,68,543	14,394	2'53	1,75,87,656	—87,896	...	1898
7,25,344	9,037	1'23	5,68,543	21,627	3'80	1,75,90,319	1,85,379	1'11	1899
7,29,715	9,478	1'30	5,68,543	23,193	4'08	1,76,27,520	—34,174	...	1900

They will be furnished in next year's report.

## Appendix 32.

### Budget allotments.

## APPEN

*Amount allotted to each Railway Administration for expenditure on capital account*

(Referred to in para

CLASS: NO. RAILWAY.	1 (a) EAST INDIAN.					2 (a) AND (b). EASTERN BENGAL STATE.					3 BENGAL		
Particulars.	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.	Capital actually expended.	Mileage opened during the year.	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.	Capital actually expended.	Mileage opened during the year.	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.
Year.													
1891-92	— 3,80,000	— 3,36,000	— 6,34,000	— 7,31,147	...	12,05,600	11,65,600	19,52,600	21,57,598	...	3,81,000	3,81,000	2,62,000
1892-93	17,39,000	27,45,000	31,79,000	36,70,599	2'88	19,64,700	20,06,900	17,69,000	13,50,957	35'18	6,30,000	1,32,000	2,32,000
1893-94	72,00,000	27,23,000	54,11,000	54,33,772	...	18,30,000	14,68,000	10,94,000	10,55,438	...	6,52,000	1,55,000	47,000
1894-95	66,20,000	24,00,000	35,41,000	38,82,382	56'97	21,75,000	9,00,000	6,45,000	6,02,680	...	5,58,000	62,000	52,000
1895-96	56,70,000	31,00,000	55,50,000	52,11,142	23'32	13,00,000	12,00,000	14,16,000	14,25,285	...	5,96,000	1,01,000	51,000
1896-97	1,00,00,000	11,22,000	68,00,000	64,94,213	4'81	40,00,000	40,75,000	45,59,000	42,79,950	...	17,42,000	7,25,000	9,94,000
1897-98	1,30,00,000	1,05,00,000	1,20,00,000	1,28,94,201	1'25	69,14,000	71,25,000	49,13,000	56,02,739	...	14,83,000	7,00,000	6,79,000
1898-99	1,50,00,000	1,62,65,000	1,45,00,000	1,25,59,624	5'61	1,07,69,000	66,57,000	39,83,000	33,05,840	9'49	27,10,500	4,00,000	7,81,000
1899-1900	1,88,00,000	1,50,00,000	1,95,00,000	1,98,82,562	125'48	78,49,000	64,97,000	53,45,000	54,50,381	32'82	16,60,000	4,00,000	4,00,000
1900-01	1,97,50,000	1,38,20,000	1,69,70,000	...	3'23	97,60,000	61,56,000	51,95,000	...	33'84	2,63,000	2,50,000	2,50,000
7 (a) AND (b). ODISH AND ROHILKHAND STATE.						8 (a) NORTH WESTERN STATE.					9 (a) GREAT INDIAN		
1891-92	6,36,800	6,34,000	7,65,800	5,26,004	...	29,94,000	35,71,000	61,80,300	55,66,288	67'85	50,80,500	49,10,000	— 21,35,000
1892-93	1,05,60,000	61,85,600	42,70,000	35,89,252	...	1,52,83,000	92,30,700	88,53,800	92,34,807	2'00	22,26,000	21,35,000	4,81,000
1893-94	5,22,400	40,85,000	51,94,000	51,20,610	48'56	1,46,00,000	92,63,000	97,28,800	7,39,205	...	18,24,100	32,81,000	— 2,68,000
1894-95	31,71,000	22,29,000	27,18,000	25,18,142	56'97	29,01,000	91,21,000	1,31,30,000	1,14,90,843	...	15,38,000	15,01,000	17,32,000
1895-96	44,95,000	30,43,000	30,61,000	28,28,376	...	1,67,00,000	1,32,27,000	1,55,38,000	1,53,73,545	103'29	15,46,000	10,73,000	6,79,000
1896-97	32,75,000	33,34,000	34,77,000	31,81,917	49'76	1,33,93,000	1,37,84,000	1,51,27,000	1,55,72,773	263'88	16,03,000	16,35,000	— 3,43,000
1897-98	51,10,000	51,10,000	52,72,000	53,83,810	45'03	81,88,000	86,10,000	65,62,000	51,78,432	...	12,90,000	40,47,000	14,24,000
1898-99	32,35,000	33,95,000	54,59,000	44,80,096	138'39	76,67,000	89,46,000	77,21,000	73,18,184	...	45,75,000	63,64,000	30,73,000
1899-1900	71,35,000	54,73,000	56,75,000	59,81,021	32'05	51,99,000	54,24,000	46,77,000	43,87,825	124'61	45,45,000	45,34,000	36,09,000
1900-01	40,86,000	30,38,000	29,79,000	...	86'77	92,49,000	42,88,000	63,82,000	...	128'13	37,69,000	18,50,000	— 29,81,000
10 (e), (f) AND (h). RAJPUTANA-MALWA.						12 (a) MADRAS.					15 ASSAM		
1891-92	31,00,000	30,60,000	20,12,000	17,13,871	...	10,98,000	12,53,000	12,34,000	12,78,126	...	...	...	10,34,000
1892-93	71,30,000	48,00,000	66,55,000	70,42,073	...	13,54,000	12,63,000	2,04,000	2,48,381	...	36,00,000	1,25,00,000	55,00,000
1893-94	57,00,000	44,29,000	48,82,000	48,60,479	17'28	9,75,684	10,54,000	4,72,000	3,89,210	...	1,22,40,000	1,26,99,000	92,11,800
1894-95	30,45,000	23,20,000	38,34,000	20,50,064	...	11,44,000	6,16,000	2,98,050	1,88,002	...	1,08,24,000	82,95,000	1,67,75,000
1895-96	40,20,000	34,50,000	26,74,000	28,65,244	...	5,98,731	9,63,000	3,41,000	2,89,722	8'56	2,09,58,000	1,47,17,000	1,43,83,000
1896-97	16,40,000	14,44,000	3,47,000	— 62,693	25'81	8,31,700	5,68,000	6,02,000	4,85,869	...	2,24,55,000	2,75,00,000	1,17,06,000
1897-98	9,52,000	6,55,000	1,50,000	1,27,324	...	11,17,000	12,18,000	2,78,000	2,08,774	...	1,08,55,000	1,33,00,000	1,20,94,000
1898-99	17,41,000	13,00,000	6,63,000	— 1,15,096	...	36,58,000	59,17,000	9,07,000	7,79,654	...	1,44,15,000	1,15,20,000	1,20,24,000
1899-1900	23,65,000	9,00,000	18,00,000	11,50,566	...	39,60,000	26,04,000	20,26,000	16,06,789	...	1,24,00,000	80,00,000	1,00,36,000
1900-01	30,80,000	12,00,000	27,44,000	...	...	60,73,000	31,00,000	39,39,000	...	...	1,26,92,000	1,26,10,000	91,60,000
19 (e). JODHPUR BIKANER (SHADI-PALLI-JODHPUR FRONTIER SECTION).						22 (a) TO (e). SOUTHERN MAHARATTA.					24 (a) SOUTH		
1891-92	...	...	...	...	...	14,72,000	23,99,000	19,92,000	17,53,363	15'25	67,16,000	40,80,000	20,00,000
1892-93	...	...	...	...	...	32,76,500	31,83,000	42,88,000	43,69,960	19'93	40,37,500	22,70,000	— 16,42,000
1893-94	...	...	...	...	...	25,56,000	18,57,000	5,67,000	5,07,466	56'53	26,29,900	11,37,000	7,22,000
1894-95	...	...	...	...	...	8,40,000	14,69,000	7,31,000	6,81,842	...	17,74,000	6,00,000	2,00,000
1895-96	...	...	...	...	...	11,77,000	12,62,000	8,12,000	7,56,237	...	14,96,000	8,50,000	4,50,000
1896-97	...	...	...	...	...	15,01,000	14,78,000	9,80,000	9,04,205	...	6,15,000	5,00,000	1,50,000
1897-98	...	...	25,000	7,907	...	19,70,000	18,07,000	9,21,000	8,17,542	...	8,25,000	5,00,000	— 2,70,000
1898-99	23,75,000	1,00,000	10,03,000	9,70,558	...	18,66,000	15,10,000	7,96,000	8,12,707	...	— 14,76,000	— 13,44,000	— 20,00,000
1899-1900	24,81,000	9,90,000	10,64,000	8,42,349	...	9,65,000	6,00,000	4,75,000	4,60,852	...	5,00,000	22,00,000	10,93,000
1900-01	17,93,000	10,00,000	3,98,000	...	68'49	12,10,000	6,00,000	6,06,000	...	...	60,00,000	13,00,000	42,12,000

NOTE.—The credit items represent the amounts by which credits under suspense and on account of capital outlay.

companies, the amount raised and the amount withdrawn to 31st December 1900.

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ADVANCED BY THE SEGRE- 31ST DECEMBER 1900.		AMOUNT RAISED IN INDIA TO THE 31ST DECEMBER 1900.		Total amount raised to the 31st December 1900.	TOTAL AMOUNT WITH- DRAWN TO THE 31ST DECEMBER 1900.		REMARKS.
Capital not bearing interest (premium).	Advances made to companies from money raised under Act 51, Vict., Cap. V.	Share capital.	Capital not bearing interest (premium).		During calendar year 1900.	Up to the close of calendar year 1900.	
£	£	£	£	£	£	£	
31,051	...	21,672	...	10,395,431	69,746	10,333,137	* 5 per cent.
11,039	...	...	...	11,538,388	201,790	11,490,267	† 5 " " . . . £ 8,757,670 4½ " " . . . " 999,960 4½ " " . . . " 500,000
42,090	...	21,672	...	21,933,819	271,536	21,823,404	‡ Replaced by advances raised under Act 51, Vict., Cap. 5.
...	500,000	...	...	1,000,000	1,099	983,562	§ 3½ per cent.
8,150	2,760,000	...	...	7,393,025	45,382	7,703,665	4 " "
11,450	...	...	...	1,782,075	618,201	4,750,649	¶ Includes expenditure by the State on the Katni-Umaria Section, which is equi- valent to £ 323,590.
6,523	1,345,000	...	...	7,493,123	162,667	8,074,849	¶ £ 147,000 sterling debentures were issued by the Company in England and sold for Rs. 20,34,195. This sum was paid into the Calcutta Treasury and at the contract rate is equivalent to a sterling payment of £ 160,837. Expenditure in excess of this capital has been advanced in India.
15,385	...	...	...	2,873,135	374,793	2,687,928	
...	...	...	...	147,000	28,798	345,244	
30,923	2,129,900	8,460	34	6,753,207	33,476	6,718,496	†† Includes capital raised for completion of the Bellary-Kistna Section, and expen- diture thereon from the 1st January 1888.
24,000	...	...	...	1,224,000	14,576	1,185,726	‡‡ 3 per cent.
...	...	...	...	1,997,395	564,495	1,989,876	§§ 2½ " "
96,431	6,734,900	8,460	34	30,662,960	1,843,487	34,439,995	
138,521	6,734,900	30,132	34	52,596,779	2,115,023	56,263,399	

Bengal-Nagpur Railway—			Indian Midland Railway—			Southern Mahratta Railway—		
£			£			£		
200,000	2½ per cent.	3rd January 1901.	1,000,000	3 per cent.	30th June 1901.	255,000	3 per cent.	1st October 1901.
265,600	3 " "	18th February 1902.	171,200	2½ " "	31st December 1902	100,000	2½ " "	" April 1904.
1,234,400	4 " "	... 1903.	250,000	2½ " "	Ditto	88,100	3 " "	" October 1905.
500,000	2½ " "	10th July 1903.	582,900	2½ " "	30th June 1903.	600,000	3 " "	" April 1906.
400,000	2½ " "	21st April 1904.	1,000,000	3½ " "	31st December 1903.	50,000	3½ " "	" October 1907.
400,000	3 " "	18th August 1905.	150,000	3 " "	30th June 1905.			
400,000	3 " "	15th June 1906.				1,093,100		
3,400,000			3,154,100					
Lucknow Bareilly Railway—			Assam-Bengal Railway—			£		
£ 147,000	3 per cent.	1st July 1901.	500,000	3 per cent.	4th July 1902.	300,000	3½ " "	13th April 1905.
						560,000	3½ " "	4th July 1907.
						1,360,000		

# Appendix 33.

## Capital outlay.

APPEN

Capital outlay on each railway to the close of the year

(Referred to in paragraph

ADMINISTRATION BY WHICH WORKED.		EAST INDIAN RAILWAY.						EASTERN BENGAL		
NAME OF RAILWAY.		EAST INDIAN.		DELHI-UMBALLA-KALKA.	SOUTH BEHAR.	TAREK-SUR.	KALKA-SIMLA.	EASTERN AND SOUTHERN SECTIONS	NORTHERN AND BEHAR SECTIONS.	
Classification Number.		1 (a)		1 (b)	1 (c)	1 (d)	1 (f)	2 (a)	2 (b)	
Gauge.		5' 6"		5' 6"	5' 6"	5' 6"	2 0"	5' 6"	3' 3½" and 2' 6"	
Item.	Length of railway and main heads of expenditure.	Open line.	Under construction.	Open line.	Open line.	Open line.	Under construction.	Open line.	Open line.	Under construction.
LENGTH OF LINE.										
(a)	Single track . . . Miles.	1,362'68	151'13	162'24	78'76	22'23	58'00	155'83†	489'08	52'88
(b)	Double „ . . . „	477'54	...	...	...	...	...	112'21	...	...
(c)	TOTAL MILEAGE . . .	1,840'32	151'13	162'24	78'76	22'23	58'00	268'04	489'08	52'88
Outlay—										
1	Purchase of line . . Rs.	37,20,00,000	...	...	...	...	...	4,41,55,749	...	...
2	Overdrawn Capital . .	26,45,269	...	...	...	...	...	4,24,483	...	...
3	Expenditure incurred since purchase . .	10,31,25,273	...	...	...	...	...	3,60,70,802	...	...
4	TOTAL outlay on railway to end of 1900—									
	Sum of 1 to 3 . . . Rs.	{ 47,77,70,544 }		...	...	...	...	{ 8,06,51,034 }		...
	„ XIX & XX . . . „	{ 28,48,852 }		1,53,15,467	1,23,15,110	17,84,166	13,18,465	{ 4,33,59,490 }		39,13,273
I	Preliminary expenses . .	15,39,105	1,91,006	8,07,400	7,46,511	Details not available.	3,41,892	Details not available.	1,97,023	5,942
II	Land . . . . .	28,28,861	1,90,275	{ 39,39,436 }	...		43		13,42,719	45,202
III	Formation . . . . .	2,33,55,885	3,43,339		7,51,359		1,97,459		34,25,900	2,23,950
IV	Bridgework . . . . .	7,62,22,154	6,47,083		37,18,223		4,144		77,72,068	20,84,909
V	Fencing . . . . .	38,28,986	3,124		83,282		...		11,18,673	7,113
VI	Electric telegraph . .	29,82,766	...	{ 71,41,670 }	...		...		7,210	...
VII	Ballast and permanent-way „	11,30,16,120	10,89,384		37,30,861		805		1,06,32,890	8,71,737
VIII	Stations and buildings . .	4,11,58,268	61,386		...		2,527		49,33,943	1,27,989
IX	Colliery works . . . .	18,81,414	...		7,00,309		...		...	...
X	Plant . . . . .	57,07,262	89,365	2,38,836	7,06,249		6,442		12,79,714	2,57,852
XI	Rolling-stock . . . . .	9,89,52,706	...	...	...		...		74,25,708	68,632
XII	General charges . . .	5,56,33,742	2,43,800	10,55,356	7,66,922		1,94,826		30,41,502	2,19,917
XIII	Exchange . . . . .	...	...	...	...		...		9,31,358	...
XIV	TOTAL OF I TO XIII . .	42,71,07,469	28,48,852	1,45,37,387	1,12,03,716	17,84,166	7,48,138	6,71,31,429	4,21,38,708	39,13,273
XV	Ferries, etc. . . . .	13,18,722	...	...	...	...	...	15,77,073	12,20,782	...
XVI	Suspense . . . . .	1,27,87,392	...	-2,07,331	75,777	...	5,27,868	30,22,388	...	...
XVII	Sundries . . . . .	14,26,384*	...	9,85,411	10,35,617	...	42,459	...	...	...
XVIII	TOTAL items XV to XVII . .	1,55,32,488	...	7,78,080	11,11,394	...	5,70,327	45,99,461	12,20,782	...
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII) . .	44,26,39,957	28,48,852	1,53,15,467	1,23,15,110	17,84,166	13,18,465	7,17,30,890	4,33,59,490	39,13,273
XX	Amount paid in premia, &c. . . . .	3,51,30,587	...	...	...	...	...	89,20,144	...	...

\* Includes Rs. 9,75,428 on account of surplus stores less sale proceeds from same.  
† Excludes 6 miles constructed but not worked.

NOTE.—The total outlay borne against the capital account of each



## DIX 33.

Appendix 33.  
Capital outlay.

1900 distributed over main heads of expenditure.

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STATE RAILWAY.					BENGAL-NAGPUR RAILWAY.			EAST COAST.	CALCUTTA PORT COMMISSIONERS.	ODDH AND ROHILKHAND STATE RAILWAY.			Item.
DACCA SECTION.	BRAHMA-PUTRA-SULTAN-PUR.	NIYMEN-SINGH-JALPUR-JOGANNATH-GANG.	COOCH BEHAR.	BENGAL CENTRAL	BENGAL-NAGPUR.		RAIPUR-DHAM-TARI.			ODDH AND ROHILKHAND.	HARDWAR-DEHRA.	CAWNPORE-BURHWAL METRE GAUGE LINK.	
2 (b).	2 (c)	2 (d)	2 (e)	3	4 (a)		4 (b)	5	6	7 (a)	7 (b)	7 (c)	
3' 31"	3' 31"	3' 31"	2' 6"	5' 6"	5' 6"		2' 6"	5' 6"	5' 6"	5' 6"	5' 6"	3' 31"	
Open line	Open line	Open line	Open line	Open line.	Open line.	Under construction	Open line.	Open line.	Open line.	Open. line.	Open line.	Open line.	
85° 92	59° 19	53° 37	33° 78	125° 01	1,212' 21	† 119° 27	56° 24	803' 33	7° 04	1,037' 53	32° 04	79° 60	(a)
...	...	...	...	...	14' 25	...	...	4' 21	1' 49	...	...	...	(b)
85° 92	59° 19	53° 37	33° 78	125° 01	1,226' 46	119° 27	56° 24	807' 57	8° 53	1,037' 53	32° 04	79° 60	(c)
...	...	...	...	...	...	...	...	...	...	10,33,60,490	...	...	I
...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	3,06,25,473	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	4
72,73,446	24,20,811	18,78,395	12,83,906	1,26,95,033	17,08,88,046	20,27,289	12,59,269	8,80,71,731	73,81,086	13,39,85,963	25,67,093	25,10,294	
1,27,561	14,979	4,324	11,508	1,48,152	17,93,069	2,364	11,127	5,27,300	30,553	12,89,171	20,654	31,729	I
5,33,296	...	...	14,435	41,760	54,60,320	12,67,453	5,274	23,77,251	41,82,516	7,29,227	...	94,804	II
6,99,264	4,02,685	1,46,150	1,57,613	7,56,724	2,14,14,792	1,44,482	81,043	85,57,653	1,25,948	44,26,505	6,14,239	1,37,459	III
5,89,990	3,84,680	1,54,932	3,59,868	14,47,827	4,12,90,185	1,38,510	67,596	2,31,06,490	4,28,033	3,20,1,433	5,67,225	2,65,770	IV
1,09,010	12,976	33,761	2,590	4,09,983	7,20,686	4,319	364	6,33,637	53,509	28,98,767	50,803	2,56,390	V
...	...	...	1,825	...	...	...	...	3,142	...	46,129	...	...	VI
18,06,122	12,88,563	11,23,582	3,68,029	45,04,558	4,86,19,437	2,36,248	6,34,659	2,79,46,389	9,82,160	3,72,09,080	8,75,375	12,16,118	VII
13,16,006	...	...	76,598	11,60,546	1,04,79,759	1,31,594	47,294	53,23,141	4,43,906	1,32,50,710	1,94,769	4,01,043	VIII
...	1,26,027	2,27,615	...	...	...	...	...	...	...	...	...	...	IX
2,24,721	85,975	29,730	13,713	3,72,013	35,71,483	54,606	9,397	18,58,989	...	26,50,316	24,652	4,760	X
11,98,665	...	...	1,78,912	28,45,373	2,17,85,192	...	3,21,552	98,94,661	8,05,478	1,70,49,012	...	...	XI
3,63,311	1,48,192	79,903	78,046	7,35,829	1,01,37,746	47,713	80,963	57,67,231	28,993	98,05,725	2,18,451	1,02,986	XII
3,05,500	...	...	...	...	6,53,185	...	...	...	...	...	...	...	XIII
72,73,446	24,04,082	18,00,006	12,63,146	1,24,22,765	16,50,15,954	20,27,289	12,59,269	8,59,95,894	73,81,086	12,13,65,075	25,66,869	25,11,059	XIV
...	...	68,020	3,618	...	1,38,170	...	...	4,86,078	...	...	...	...	XV
...	16,729	9,115	17,142	1,70,596	48,31,022	...	...	15,89,759	...	18,88,882	984	...	XVI
...	...	1,054	...	1,03,054	...	...	...	...	...	—1,69,382	...	—765	XVII
...	16,729	78,389	20,760	2,73,650	49,72,192	...	...	20,75,837	...	17,19,500	924	—765	XVIII
72,73,446	24,20,811	18,78,395	12,83,906	1,26,96,451	17,08,88,046	20,27,289	12,59,269	8,80,71,731	73,81,086	12,30,84,575	15,67,093	25,10,294	XIX
...	...	...	...	...	...	...	...	...	...	1,09,01,388	...	...	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 30.

\* Expenditure on the Pattipooker branch (2'68 miles under construction) is not recorded separately.

† Work on 114'77 miles not yet commenced.

P. T. O.

# Appendix 33.

## Capital outlay.

APPEN

Capital outlay on each railways to the close of the year

(Referred to in paragraph

ADMINISTRATION BY WHICH WORKED.		NORTH WESTERN STATE						
NAME OF RAILWAY.		NORTH-WESTERN.				SOUTHERN PUNJAB.	RÁJPURA BHÁTINDA.	HYDERABAD SHADIPALLI.
Classification No.		8 (a)				8 (b)	8 (c)	8 (d)
Gauge.		5' 6"				5' 5"	5' 6"	5' 6"
Item.	Length of railway and main head of expenditure.	Open line.			Under construction.	Open line.	Open line.	Open line.
		Military section.	Commercial section.	Total.	Hyderabad- Rahoki.			
LENGTH OF LINE.								
(a)	Single track . . . . . Miles.	969'88	1,865'30	2,846'31*	6'04	423'93	107'05	55'33
(b)	Double „ . . . . . „	60'36	110'13	170'49	...	...	...	...
(c)	TOTAL MILEAGE . . „	1,030 24	1,975'43	3,016'80*	6'04	423'93	107'05	55'33
Outlay—								
1	Purchase of line . . . . . Rs.	...	...	14,00,91,244	...	...	...	...
2	Overdrawn Capital. . . . . „	...	...	28,70,470	...	...	...	...
3	Expenditure incurred since purchase . . „	...	...	38,33,10,998	...	...	...	...
4	TOTAL outlay on railway to end of 1900—				•			
	Sum of 1 to 3 . . . . . „	15,88,57,505	36,74,15,207	52,62,72,712	...	...	...	...
	„ XIX and XX . . . . . „				3,37,933	2,26,57,063	67,05,785	18,61,093
I	Preliminary expenses . . . . . „	12,53,534	29,88,310	42,41,844	...	12,94,166	59,422	36,345
II	Land . . . . . „	10,25,696	23,17,748	33,43,444	4,110	...	46,494	25,995
III	Formation . . . . . „	3,92,09,896	2,78,01,695	6,70,11,591	32,189	11,08,693	2,75,955	1,41,865
IV	Bridgework . . . . . „	3,59,39,757	7,03,76,776	10,63,16,533	1,02,685	8,21,843	5,37,820	2,75,131
V	Fencing . . . . . „	6,76,505	71,36,939	78,13,444	21,112	1,86,198	...	18,927
VI	Electric telegraph . . . . . „	86,305	7,98,396	8,84,701	...	...	2,04,472	...
VII	Ballast and permanent-way . . . . . „	4,49,77,763	9,37,85,392	13,87,63,155	1,60,425	1,42,27,583	41,57,854	10,24,361
VIII	Stations and buildings . . . . . „	1,03,59,541	3,54,76,160	4,58,35,701	105	...	10,72,746	1,70,930
IX	Colliery works . . . . . „	...	...	...	...	23,47,372	...	...
X	Plant . . . . . „	22,27,526	77,43,782	99,71,308	2,369	60,508	82,433	19,519
XI	Rolling-stock . . . . . „	1,12,94,898	5,33,32,572	6,46,27,470	...	...	...	3,577
XII	General charges . . . . . „	74,62,436	2,45,02,339	3,19,64,775	14,938	15,65,613	2,68,589	1,17,479
XIII	Exchange . . . . . „	40,79,560	46,38,856	87,18,416	...	...	...	...
XIV	TOTAL OF I TO XIII . . „	15,85,93,417	33,08,98,965	48,94,92,382	3,37,933	2,16,11,976	67,05,785	18,34,187
XV	Ferries . . . . . „	2,64,088	4,40,285	7,04,373	...	...	...	26,906
XVI	Suspense . . . . . „	...	1,08,29,167	1,08,29,167	...	49,644	...	...
XVII	Sundries . . . . . „	...	59,95,088	59,95,088	...	9,95,443	...	...
XVIII	TOTAL items XV to XVII . . „	2,64,088	1,72,64,540	1,75,28,628	...	10,45,087	...	26,906
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII).	15,88,57,505	34,81,63,505	50,70,21,010	3,37,933	2,26,57,063	67,05,785	18,61,093
XX	Amount paid in premia, &c. . . . . „	...	1,92,51,702	1,92,51,702	...	...	...	...

\* Includes Peshawar-Jamrood extension.

NOTE.—The total outlay borne against the capital account of each

1900 distributed over main heads of expenditure—contd.

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RAILWAY.				GREAT INDIAN PENINSULA RAILWAY,								Item.
JAMMU & KASHMIR (NATIVE STATE SECTION).	NOWSHERA-DARGAL.	LUDHIANA-DHURU-JAKHAR.	KHUSHALGARH KOHAT-THAL.	GREAT INDIAN PENINSULA.	KHANGAON.	AMRAOTI.	INDIAN MIDLAND.	BINA-GOONA BARAN.	BHOPAL UJJAIN.	BHOPAL-ITARS.	GWALIOR LIGHT.	
8 (e)	8 (f)	8 (g)	8 (h)	9 (a) to (c)	9 (d)	9 (e)	9 (f)	9 (g)	9 (h)	9 (i)	9 (j)	
5' 6"	2' 6"	5' 6"	2' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	2' 0"	
Open line.	Under construction.	Under construction.	Under construction.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	
15' 92	40' 44	79' 61	88' 12	1,086' 02	7' 55	5' 44	796' 25	145' 59	113' 27	57' 39	126' 14	(a)
...	...	...	...	461' 92	...	...	...	...	...	...	...	(b)
15' 92	40' 44	79' 61	88' 12	1,547' 94	7' 55	5' 44	796' 25	145' 59	113' 27	57' 39	126' 14	(c)
...	...	...	...	40,78,15,679	...	...	...	...	...	...	...	I
...	...	...	...	25,81,416	...	...	...	...	...	...	...	2
...	...	...	...	1,73,76,232	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	4
9,60,492	15,73,036	23,25,207	2,537	42,77,73,327	5,22,150	4,54,418	10,31,35,002	1,00,21,605	76,88,020	73,87,339	27,10,557	
23,934	28,661	36,390	195	10,47,166	369	11,799	9,95,314	92,220	94,758	...	13,857	I
...	15,574	...	...	...	1,116	2,450	9,32,948	2,267	2,771	15,543	62	II
34,955	50,045	1,90,519	...	11,61,11,326	44,036	20,377	1,00,62,195	13,89,215	8,07,815	15,88,771	5,32,619	III
1,35,428	1,20,685	1,96,014	...	...	57,634	62,106	2,35,84,430	21,12,572	17,33,768	18,68,131	1,32,302	IV
2,176	4,517	22,150	...	...	7,366	11,699	26,11,592	2,75,300	82,366	2,12,821	3,607	V
170	...	...	...	18,13,689	...	...	16,855	2,156	28,534	414	...	VI
5,66,608	6,09,943	5,47,122	...	7,54,56,428	3,10,958	2,43,889	3,36,84,893	46,99,418	37,62,335	23,83,482	14,12,268	VII
1,31,441	73,381	1,35,693	...	3,83,98,717	...	...	88,20,541	5,48,208	4,61,276	8,57,640	1,33,741	VIII
...	...	...	...	...	53,602	54,425	...	...	...	...	...	IX
5,336	1,09,556	37,863	24	4,57,58,955	3,433	3,016	13,16,291	53,440	18,557	42,774	25,894	X
...	3,95,169	...	...	...	11,669	8,642	1,46,40,880	22,259	...	55,651	1,92,876	XI
60,444	65,805	1,76,884	2,218	2,09,46,859	31,967	29,709	39,60,398	8,18,354	6,95,840	3,62,112	1,17,779	XII
...	...	...	...	8,14,432	...	...	2,52,050	...	...	...	...	XIII
9,60,492	14,73,336	13,42,635	2,437	30,03,47,572	5,22,150	4,48,112	10,08,78,387	1,00,15,409	76,88,020	73,87,339	25,65,005	XIV
...	8,663	...	...	...	...	...	...	...	...	...	...	XV
...	91,037	9,82,572	100	49,84,144	...	6,306	19,14,894	...	...	...	1,45,552	XVI
...	...	...	...	...	...	...	3,41,721	6,196	...	...	...	XVII
...	99,700	9,82,572	100	49,84,144	...	6,306	22,56,615	6,196	...	...	1,45,552	XVIII
9,60,492	15,73,036	23,25,207	2,537	30,53,31,716	5,22,150	4,54,418	10,31,35,002	1,00,21,605	76,88,020	73,87,339	27,10,557	XIX
...	...	...	...	12,24,41,611	...	...	...	...	...	...	...	XX

railway, i. e., for lines open and lines under construction, is shown in Appendix 30.

# Appendix 33. Capital outlay.

APPEN

Capital outlay on each railway to the close of the year

(Referred to in paragraph

ADMINISTRATION BY WHICH WORKED.		BOMBAY, BARODA AND							
NAME OF RAILWAY.		AGRA-DELHI CHORD.	BOMBAY, BARODA AND CENTRAL INDIA.	TÁPTI VALLEY.	GARKWAR'S PETLAD.	NÁGDÁ-UJJAIN.	MODHRA-RUTLAM-NÁGDÁ.	RAJRUTANA-MALWA.	GARKWAR'S MEHSANA.
Classification No.			10 (a)	10 (b)	10 (c)	10 (d)	10 (e)	10 (f)	10 (g)
I'em.	Gauge.	5' 6"	3' 6"	5' 6"	3' 6"	5' 6"	5' 6"	3' 3½"	3' 3½"
	Length of railway and main heads of expenditure.	Under construction.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.
LENGTH OF LINE.									
(a)	Single track . . . . . miles	121'16	258'34	155'45	13'35	34'32	141'14	1,670'50	92'63
(b)	Double „ . . . . . „	...	202'56	...	...	...	...	1'14	...
(c)	TOTAL MILEAGE . . . . . „	121'16	460'90	155'45	13'35	34'32	141'14	1,677'64	92'63
Outlay—									
1	Purchase of line . . . . . Rs.	...	...	...	...	...	...	...	...
2	Overdrawn Capital . . . . . „	...	...	...	...	...	...	...	...
3	Expenditure incurred since purchase „	...	...	...	...	...	...	...	...
4	TOTAL outlay on railway to end of 1900—								
	Sum of 1 to 3 . . . . . „	...	...	...	...	...	...	...	...
	„ XIX and XX . . . . . „	1,00,606	11,69,02,449	1,28,31,291	7,52,097	22,29,753	1,77,43,191	13,53,82,020	33,01,950
I	Preliminary expenses . . . . . „	45,374	Details not available.	4,17,812	7,991	10,938	1,80,184	22,71,381	13,320
II	Land . . . . . „	45,943		...	...	...	3,570	14,12,096	...
III	Formation . . . . . „	4,470		25,14,670	...	1,76,391	60,87,219	73,67,158	3,04,894
IV	Bridge-work . . . . . „	...		25,20,987	94,058	4,61,322	41,32,900	2,17,01,381	5,71,256
V	Fencing . . . . . „	...		61,107	...	14,581	2,70,371	31,50,034	61,330
VI	Electric telegraph . . . . . „	...		3,264	...	603	4,055	...	...
VII	Ballast and permanent way . . . . . „	...		44,97,211	4,33,413	13,06,646	46,95,562	3,81,08,155	16,80,960
VIII	Stations and buildings . . . . . „	...		8,04,307	1,66,948	88,720	14,98,255	1,88,87,920	4,47,094
IX	Colliery works . . . . . „	...		...	...	...	...	...	...
X	Plant . . . . . „	...		54,982	...	1,729	60,678	30,64,515	33,193
XI	Rolling-stock . . . . . „	...		...	...	...	...	2,17,58,889	20,595
XII	General charges . . . . . „	4,819		9,98,142	38,294	1,68,823	7,88,387	83,48,425	1,69,308
XIII	Exchange . . . . . „	...		...	...	...	...	49,08,971	...
XIV	TOTAL OF I TO XIII . . . . . „	1,00,606	11,27,63,363	1,19,72,382	7,40,704	22,29,753	1,77,43,191	13,09,78,935	33,01,950
XV	Ferries . . . . . „	...	...	...	...	...	...	...	...
XVI	Suspense . . . . . „	...	41,39,086	1,79,730	11,393	...	...	44,93,085	...
XVII	Sundries . . . . . „	...	...	6,79,179	...	...	...	...	...
XVIII	TOTAL items XV to XVII . . . . . „	...	41,39,086	8,58,909	11,393	...	...	44,93,085	...
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII) . . . . .	1,00,606	11,69,02,449	1,28,31,291	7,52,097	22,29,753	1,77,43,191	13,53,82,020	33,01,950
XX	Amount paid in premia, &c. . . . .	...	...	...	...	...	...	...	...

\* Commencement of work as a railway project not yet authorized.

† Includes State outlay of Rs. 8,08,405 on the Patri branch

‡ Includes 20'28 miles of mixed gauge between Bháinda and Kot Kápura and 28'08 miles of 3' 6" gauge between Kot Kápura and Ferosepora.

NOTE.—The total outlay borne against the capital account of each

1900 distributed over main heads of expenditure—contd.

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CENTRAL INDIA RAILWAY.							NIZAM'S GUARANTEED STATE RAILWAY.			Mile.
AHMEDABAD-PARANTH.	PALANPUR-DERSA.	GAEKWAR'S DASHOI.	RAJPIPLA.	PETLAD-CAMBAY.	JAIPUR.	VIJAPUR-KALOL.	NIZAM'S GUARANTEED STATE.	BEZWADA EXTENSION.	HYDERABAD-GODAVARI VALLEY.	
10 (h)	10 (i)	10 (j)	10 (k)	10 (l)	10 (m)	10 (n)	11 (a)	11 (b)	11 (c)	
3' 3"	3' 3"	2' 6"	2' 6"	5' 6"	3' 3"	3' 3"	5' 6"	5' 6"	3' 3"	
Open line.	Open line.	Open line.	Open line.	Under construction.	Under construction.	Under construction.	Open line.	Open line.	Open line.	
54'59	17'28	78'80	37'37	20'75	72'85	20'60	330'13	20'58	385'23	
...	...	...	...	...	...	...	...	...	...	(a)
...	...	...	...	...	...	...	...	...	...	(b)
54'59	17'28	78'80	37'37	20'75	72'85	20'60	330'13	20'58	385'23	(c)
...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	4
19,55,305	4,18,264	21,17,528	13,10,159	8,42,540	7,33,467	20,885	4,17,49,124	15,02,618	2,31,94,817	
64,565	1,073	36,926	14,935	7,732	3,213	4,860	Details not available.	15,319	4,26,091	I
14,205	...	...	...	...	...	...		47,109	...	II
1,30,634	64,414	4,07,384	1,28,515	64,614	1,67,812	654		1,83,329	31,64,065	III
2,76,400	59,429		3,93,159	34,896	2,52,613	...		1,62,007	30,26,191	IV
20,482	10,037		14,919	1,556	3,673	...		19,336	1,63,463	V
1,567	...	63	666	...	...	...		...	...	VI
10,01,963	2,09,667	9,50,889	4,53,452	6,52,655	1,14,262	...		6,19,888	66,33,106	VII
1,83,973	51,175	2,64,241	94,947	22,418	1,21,001	2,000		3,08,307	17,47,734	VIII
...	...	...	...	...	...	...		...	...	IX
12,079	6,672	8,489	7,770	3,804	6,690	2,348		9,464	2,97,876	X
...	...	2,83,109	1,34,897	...	...	...		20,384	22,95,307	XI
1,58,699	14,897	1,40,199	64,956	21,243	45,942	20,023		1,17,275	16,95,258	XII
...	...	...	...	...	...	...		...	...	XIII
18,64,567	4,18,264	20,91,300	13,08,216	8,08,918	7,15,206	20,885	4,12,26,106	15,02,618	1,94,48,991	XIV
...	...	...	...	...	...	...	...	...	...	XV
16,979	...	26,228	1,943	33,622	18,261	...	5,23,018	...	3,32,232	XVI
73,759	...	...	...	...	...	...	...	...	34,13,594	XVII
90,738	...	26,228	1,943	33,622	18,261	...	5,23,018	...	37,45,826	XVIII
19,55,305	4,18,264	21,17,528	13,10,159	8,42,540	7,33,467	20,885	4,17,49,124	15,02,618	2,31,94,817	XIX
...	...	...	...	...	...	...	...	...	...	XX

railway, i.e., lines open and lines under construction, is shown in Appendix 30.

# Appendix 33. Capital outlay.

APPEN

Capital outlay on each railway to the close of the year

(Referred to in paragraph

ADMINISTRATION BY WHICH WORKED.		MADRAS RAILWAY.					BENGAL DOOARS RAILWAY.			
NAME OF RAILWAY.		MADRAS.		KALAR GOLD FIELDS.	NILGIRI.	SHORANUR-COCHIN.	BENGAL DOOARS.	BENGAL DOOARS EXTENSIONS.		
Classification Number.		12 (a)		12 (b)	12 (c)	12 (d)	13 (a)	13 (b)		
Gauge.		3' 6"		3' 6"	3' 3½"	3' 3½"	3' 3½"	3' 3½"		
Item.	Length of railway and main heads of expenditure.	Open line.	Under construction.	Open line.	Open line.	Under construction.	Open line.	Open line.	Under construction.	
LENGTH OF LINE.										
(a)	Single track . . . . . Miles.	802'02	59'75	10'00	16'90	64'68	36'40	66'00	50'56	
(b)	Double „ . . . . . „	42'40	...	...	...	...	...	...	...	
(c)	- TOTAL MILEAGE . . .	844'42	59'75	10'00	16'90	64'68	36'40	66'00	50'56	
Outlay—										
1	Purchase of line . . . . . Rs.	...	...	...	...	...	...	...	...	
2	Overdrawn Capital . . . . . „	...	...	...	...	...	...	...	...	
3	Expenditure incurred since purchase.	...	...	...	...	...	...	...	...	
4	TOTAL outlay on railway to end of 1900—									
	Sum of 1 to 3 . . . . . „	...	...	...	...	...	...	...	...	
	„ XIX and XX . . . . . „	12,30,87,725	31,94,644	10,77,901	48,96,490	28,47,394	26,42,695	31,91,684	15,19,948	
I	Preliminary expenses . . . . . „	Details not available.	Details not available.	6,268	Details not available.	50,218	1,66,849	1,12,164	87,312	
II	Land . . . . . „			19,102		...	...	...		
III	Formation . . . . . „			2,31,518		3,46,643	3,52,655	1,70,178	1,57,154	
IV	Bridgework . . . . . „					3,02,860	3,70,352	65,077	3,59,991	
V	Fencing . . . . . „					3,992	1,783	4,551	490	
VI	Electric telegraph . . . . . „			...		...	...	...	...	
VII	Ballast and permanent way . . . . . „			3,26,626		3,33,017	7,18,803	8,69,086	2,22,594	
VIII	Stations and buildings . . . . . „			91,750		1,168	1,96,381	1,28,791	46,119	
IX	Colliery works . . . . . „			...		...	...	...		
X	Plant . . . . . „			7,093		1,07,573	11,368	51,150	72,168	
XI	Rolling-stock . . . . . „			...		...	3,84,948	3,58,534	2,82,719	
XII	General charges . . . . . „			39,557		1,52,452	2,14,979	2,01,796	2,05,325	
XIII	Exchange . . . . . „			...		...	...	...		
XIV	TOTAL OF I TO XIII . . .	12,09,13,543	18,18,108	7,21,914	45,22,160	12,97,923	24,18,118	19,61,327	14,33,872	
XV	Ferries, &c. . . . . „	...	...	...	...	23,393	1,67,546	...	...	
XVI	Suspense . . . . . „	21,74,182	13,76,536	3,55,987	38,621	15,26,078	...	11,20,199*	...	
XVII	Sundries . . . . . „	...	...	...	3,35,709	...	57,031	1,10,158	86,076	
XVIII	TOTAL ITEMS XV TO XVII . . .	21,74,182	13,76,536	3,55,987	3,74,330	15,49,471	2,24,577	12,30,357	86,076	
XIX	GRAND TOTAL of expenditure in construction of railway (XIV + XVIII).	12,30,87,725	31,94,644	10,77,901	48,96,490	28,47,394	26,42,695	31,91,684	15,19,948	
XX	Amount paid in premia, &c. . . . . „	...	...	...	...	...	...	...	...	

NOTE.—The total outlay borne against the capital account of each  
 \* Work not yet  
 † Represents outlay on Turtipur  
 ‡ Represents outlay

1900 distributed over main heads of expenditure—contd.

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DIBRU-SADIYA RAILWAY.		ASSAM-BENGAL.		DEOGHUR	BENGAL AND NORTH-WESTERN RAILWAY.				ROHILKHAND AND KUMAON RAILWAY.		Item.	
DIBRU-SADIYA.	LEDO AND TIRAK MAR-GHERITA COLLIERY.				BENGAL AND NORTH-WESTERN.		TIRHOOT.		SEGOW-LIE-RAXAUL.	ROHIL-KUND AND KUMAON.		LUCKNOW-BAREILLY.
14 (a)	14 (b)	15		16	17 (a)		17 (b)		17 (c)	18 (a)	18 (b)	
3' 31"	3' 31"	3' 31"		3' 31"	3' 31"		3' 31"		3' 31"	3' 31"	3' 31"	
Open line.	Open line.	Open line.	Under construction.	Open line.	Open line.	Under construction.	Open line.	Under construction.	Open line.	Open line.	Open line.	
77°50	7°50	436°26	304°76	4°79	743°00	33°00	462°74	74°94	18°09	53°92	231°17	(a)
...	...	...	3°43	...	...	...	...	...	...	...	...	(b)
77°50	7°50	436°26	308°19	4 79	743°00	33°00	462°74	74°94	18°09	53°92	231°17	(c)
...	...	...	...	...	...	...	...	...	...	...	...	I
...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	4
77,14,349	12,84,375	5,85,70,339	3,70,31,433	2,87,379	5,13,70,816	11,02,203†	3,62,55,763	67,59,486	12,12,073	21,53,125	99,21,432	
1,63,265	Details not available.	10,73,239	14,20,305	Details not available.	5,25,032	40,078†	1,95,370	22,059	59,158	90,660	1,62,699	I
36,954		31,49,137	4,01,910		...	...	19,18,397	6,17,113	...	2,277	2,54,729	II
11,36,556		1,33,43,267	2,05,84,951		36,02,461	15,961	20,30,113	10,54,247	90,027	1,28,276	5,68,794	III
		83,01,972	40,03,476		99,49,966	4,43,570	45,67,660	21,17,697	2,66,933	1,53,386	7,84,254	IV
		11,24,672	19,737		5,81,235	...	9,76,473	26,342	7,974	36,313	1,95,050	V
...		...	...		27,491	...	17,680	3,910	...	...	...	VI
17,44,755		97,95,590	46,46,828		1,47,87,519	8,104	95,07,493	16,36,854	3,67,872	8,98,307	37,35,019	VII
2,30,336		47,86,748	8,02,030		50,86,536	8,775	35,57,251	1,82,080	79,680	1,70,162	9,86,007	VIII
...		...	...		...	...	...	...	...	...	...	IX
5,03,491		10,81,171	6,17,776		15,08,502	3,56,052	7,40,284	4,01,747	24,044	49,237	2,43,415	X
18,05,788		48,80,531	...		66,98,497	...	76,30,445	...	...	4,33,479	20,71,994	XI
16,70,470		70,19,986	45,29,420		32,17,993	1,01,404	18,04,762	6,97,407	1,20,361	1,81,764	4,81,024	XII
...		...	...		...	...	7,04,770	...	...	...	42,150	XIII
72,91,645	12,84,375	5,45,56,313	3,70,31,433	2,85,264	4,59,85,252	9,73,944	3,36,50,718	67,59,486	10,16,049	21,43,861	95,25,135	XIV
21,189	...	1,38,477	...	...	21,01,516	...	8,33,849	...	...	...	68,934	XV
1,50,369	...	38,75,549	...	2,115	14,24,458	1,28,259	17,71,196	...	66,910	1,925	2,86,333	XVI
2,51,176	...	...	...	...	18,59,590	...	...	...	1,29,114	7,339	41,030	XVII
4,22,734	...	40,14,026	...	2,115	53,85,564	1,28,259	26,05,045	...	1,96,024	9,264	3,96,297	XVIII
77,14,349	12,84,375	5,85,70,339	3,70,31,433	2,87,379	5,13,70,816	11,02,203†	3,62,55,763	67,59,486	12,12,073	21,53,125	99,21,432	XIX
...	...	...	...	...	...	...	...	...	...	...	...	XX

railway, i.e., lines open and lines under construction, in shown in Appendix 30.  
commenced.  
bridge and on surveys.  
on lines under survey.

P. T. O.

# Appendix 33

## Capital outlay.

# APPEN

## Capital outlay on each railway to the close of the year

(Referred to in paragraph

Item.	ADMINISTRATION BY WHICH WORKED.	JODHPUR-BIKANER RAILWAY.				UDAIPUR-CHITOR.	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBÁNDAR RAILWAY.			
	NAME OF RAILWAY.	JODHPUR SECTION.	BIKANER SECTION.		SHADIPALLI-BÁLOTRA (BRITISH SECTION).		BHÁVNAGAR-GONDAL-JUNÁGAD-PORBÁNDAR.	JÁMNAGAR.	JETALSAR-RÁJKOT.	DHRÁN-GADRÁ.
	Classification No.	19 (a)	19 (b)		19 (c)		21 (a)	21 (b)	21 (c)	21 (d)
	Gauge.	3' 3½"	3' 3½"		3' 3½"		3' 3½"	3' 8"	3' 3½"	3' 3½"
	Length of railway and main heads of expenditure.	Open line.	Open line.	Under construction.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.
<b>LENGTH OF LINE.</b>										
(a)	Single track . . . Miles	454'94	85'50	159'74	68'49	67'30	333'84	54'28	46'23	20'83
(b)	Double " . . . "	...	...	...	...	...	...	...	...	...
(c)	<b>TOTAL MILEAGE . . .</b>	454'94	85'50	159'74	68'49	67'30	333'84	54'28	46'23	20'83
<b>Outlay—</b>										
1	Purchase of line . . . Rs.	...	...	...	...	...	...	...	...	...
2	Overdrawn Capital . . .	...	...	...	...	...	...	...	...	...
3	Expenditure incurred since purchase . . .	...	...	...	...	...	...	...	...	...
4	<b>TOTAL outlay on railway to end of 1908—</b>									
	Sum of 1 to 3 . . .	...	...	...	...	...	...	...	...	...
	" XIX and XX . . .	1,14,28,508	19,27,690	13,32,742	19,72,374	19,80,010	1,80,00,616	23,09,481	15,74,082	5,86,534
I	Preliminary expenses . . .	82,042	10,905	14,084	22,713	7,729	1,19,442	18,973	14,238	5,813
II	Land . . .	1,621	2,325	...	9,822	...	63,889	...	15,427	656
III	Formation . . .	6,20,070	1,62,325	2,13,859	2,65,251	2,85,144	17,20,680	2,40,675	2,44,962	62,745
IV	Bridgework . . .	2,90,209	10,767	2,278	1,81,575	2,11,641	43,52,161	5,06,124	2,29,786	49,206
V	Fencing . . .	4,225	2,656	355	9,204	10,410	1,01,850	18,096	67,090	5,226
VI	Electric telegraph . . .	88,597	19,801	...	...	...	11,774	...	...	...
VII	Ballast and permanent way . . .	69,67,821	14,24,448	7,06,503	10,01,067	9,30,042	50,50,751	8,00,921	6,82,159	3,36,603
VIII	Stations and buildings . . .	5,19,009	91,336	31,585	67,387	1,68,677	26,53,238	2,01,569	2,21,558	89,899
IX	Colliery works . . .	...	...	...	...	...	...	...	...	...
X	Plant . . .	1,57,668	9,047	7,871	12,002	22,737	3,31,552	17,590	15,888	8,210
XI	Rolling-stock . . .	25,33,441	1,81,083	3,23,136	19,419	2,30,427	23,25,818	3,99,314	...	3,772
XII	General charges . . .	1,63,805	12,997	33,071	1,73,230	1,13,203	8,93,481	95,232	82,974	24,387
XIII	Loss by exchange . . .	...	...	...	...	...	...	...	...	...
XIV	<b>TOTAL OF I TO XIII . . .</b>	1,14,28,508	19,27,690	13,32,742	17,61,670	19,80,010	1,76,24,706	22,98,494	15,74,082	5,86,517
XV	Ferries . . .	...	...	...	...	...	...	...	...	...
XVI	Suspense . . .	...	...	...	2,10,704	...	3,75,910	10,987	...	17
XVII	Sundries . . .	...	...	...	...	...	...	...	...	...
XVIII	<b>TOTAL items XV to XVII . . .</b>	...	...	...	2,10,704	...	3,75,910	10,987	...	17
XIX	<b>GRAND TOTAL expenditure in construction of railway (XIV + XVIII) . . .</b>	1,14,28,508	19,27,690	13,32,742	19,72,374	19,80,010	1,80,00,616	23,09,481	15,74,082	5,86,534
XX	Amount paid in premia, &c. . .	...	...	...	...	...	...	...	...	...

NOTE.—The total outlay borne against the capital account of each



## DIX 33—contd.

1900 distributed over main heads of expenditure—contd.

Appendix 33.  
Capital outlay.

(of Report.)

SOUTHERN MAHRATTA RAILWAY.							WEST OF INDIA PORTUGUESE.	Item.
SOUTHERN MAHRATTA.	MYSORE SECTION.	GUNTAKUL. MYSORE FRONTIER.	YESVANTPUR. MYSORE FRONTIER.	BIRUR-SHIMUGA.	KOLHAPUR.	MYSORE NANJANGUD.		
22 (a).	22 (b).	22 (c).	22 (d).	22 (e).	22 (f).	22 (g).	23	
3' 3½"	3' 3½"	3' 3½"	3' 3½"	3' 3½"	3' 3½"	3' 3½"	3' 3½"	
Open	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	
1,042'04	295'00	119'50	51'35	37'90	29'07	15'80	51'11	(a)
...	...	...	...	...	...	...	...	(b)
1,042'04	296'00	119'50	51'35	37'90	29'07	15'80	51'11	(c)
...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	4
9,82,62,274	1,58,70,510	59,00,046	24,98,047 <sup>b</sup>	22,94,457 <sup>b</sup>	23,24,807	6,53,741	1,63,29,262	
10,90,895	2,95,375	59,327	64,092	17,627	13,858	15,210	Details not available.	I
11,43,598	1,59,006	28,445	25,237	17,998	30,119	7,139		II
1,91,71,599	24,29,727	7,83,879	5,46,287	5,28,610	2,68,591	1,34,407		III
1,87,15,935	20,52,095	20,32,586	5,46,629	4,38,942	11,22,548	95,767		IV
15,53,817	1,41,208	56,997	65,247	53,451	41,668	26,623		V
...	...	1,345	...	...	...	...		VI
2,16,90,621	50,97,316	18,22,599	8,54,375	7,74,933	4,91,136	2,43,693		VII
1,20,81,355	15,72,990	4,71,678	1,21,817	2,04,327	2,29,259	57,565		VIII
...	...	...	...	...	...	...		IX
30,33,069	3,53,785	29,498	35,846	52,612	7,059	5,651		X
1,13,85,161	24,56,392	...	...	...	...	...		XI
65,09,954	9,16,374	6,13,692	1,43,378	1,56,017	1,20,569	39,931		XII
4,91,090	...	...	...	...	...	...		XIII
9,68,67,094	1,54,74,198	59,00,046	24,02,958	22,44,517	23,24,807	6,25,986	1,35,77,125	XIV
...	...	...	...	...	...	...	25,27,572†	XV
13,95,180	3,96,312	...	95,089	49,940	...	27,755	2,24,565	XVI
...	...	...	...	...	...	...	...	XVII
13,95,180	3,96,312	...	95,089	49,940	...	27,755	27,52,137	XVIII
9,82,62,274	1,58,70,510	59,00,046	24,98,047	22,94,457	23,24,807	6,53,741	1,63,29,262	XIX
...	...	...	...	...	...	...	...	XX

railway, i.e., lines open and lines under construction, is shown in Appendix 30.

\* Represents expenditure to 30th June 1900 as the statement of capital outlay during the 2nd-half of 1900 was not received from the Mysore Darbar at the time of closing the accounts. † Represents outlay on harbour works.

P. T. O.

# Appendix 33.

## Capital outlay.

APPEN

Capital outlay on each railway to the close of the year 1900

(Referred to in paragraph

ADMINISTRATION BY WHICH WORKED.		SOUTH INDIAN RAILWAY.							BURMA.	
NAME OF RAILWAYS.		SOUTH INDIAN.		MÁYAVARAM-MUTUPET.		KÁRAI-KKAL PERALAM.	PONDI-CHERRY.	TINNEVELLY-QUILON (TRAVANCORE) BRANCH (NATIVE STATE SECTION).		
Classification No.		24 (a).		24 (b).		24 (c).	24 (d).	24 (e).	25	
Gauge.		3' 3½".		3' 3½".		3' 3½".	3' 3½".	3' 3½".	3' 3½".	
Item.	Length of railway and main head of expenditure.	Open line	Under Construction.	Open line.	Under Construction.	Open line.	Open line.	Under construction.	Open line.	Under construction.
LENGTH OF LINE.										
(a)	Single track . . . Miles.	10,33'63	146'80	54'08	51'01	14'65	7'85	56'86	1,112'00	20'8
(b)	Double „ . . . „	...	...	...	...	...	...	...	12'00	...
(c)	TOTAL MILEAGE . . .	1,033'63	146'80	54'08	51'01	14'65	7'85	56'86	1,124'00	20'8
Outlay—										
1	Purchase of line . . . Rs.	5,69,25,570	...	...	...	...	...	...	...	...
2	Overdrawn Capital . . .	...	...	...	...	...	...	...	...	...
3	Expenditure incurred since purchase.	2,51,60,890	16,16,818	...	...	...	...	...	...	...
4	TOTAL outlay on railway to end of 1900—									
	Sum of 1 to 3 . . . „	8,20,86,460	16,16,818	25,62,897	87,879	7,29,715	5,68,543	8,16,407	10,13,10,630	90,86,005
	„ XIX and XX . . . „									
I	Preliminary expenses . . .	10,11,868	1,65,635	16,171	18,569	Details not available.	Details not available.	1,59,551	22,78,083	2,42,339
II	Land . . . . .	5,66,561	4,43,215	1,75,506	37,013			...	13,93,852	65,113
III	Formation . . . . .	51,81,166	1,75,962	2,42,988	9,126			4,72,690	1,47,97,114	32,79,816
IV	Bridgework . . . . .	1,43,84,625	2,87,841	8,45,686	1,560			4,566	1,45,89,745	27,71,417
V	Fencing . . . . .	16,16,666	23,074	29,915	...			...	28,95,806	417
VI	Electric telegraph . . .	1,04,891	...	2,635	...			...	9,238	...
VII	Ballast and permanent-way.	1,86,83,707	6,326	7,27,164	79			...	2,58,20,579	11,67,325
VIII	Stations and buildings . .	78,09,925	5,574	2,26,712	10			3,163	93,24,306	1,34,811
IX	Colliery works . . . . .	...	...	...	...			...	...	...
X	Plant . . . . .	17,20,116	18,919	14,609	36			1,027	16,74,460	1,14,079
XI	Rolling-stock . . . . .	1,26,47,206	...	...	...			...	1,32,18,015	...
XII	General charges . . . . .	79,94,349	3,54,613	2,72,318	21,486			1,45,140	85,37,331	13,10,282
XIII	Exchange . . . . .	2,42,360	...	...	...			...	12,50,610	...
XIV	TOTAL OF I TO XIII . . .	7,19,63,440	14,21,169	25,53,704	87,879	7,29,715	5,68,543	7,86,137	9,57,89,148	90,86,005
XV	Ferries . . . . .	...	...	...	...	...	...	...	7,01,086	...
XVI	Suspense . . . . .	22,76,052	1,37,725	9,193	...	...	...	30,805	48,20,396	...
XVII	Sundries . . . . .	11,18,280	—2,076	...	...	...	...	—535	...	...
XVIII	TOTAL items XV to XVII . .	33,94,332	1,35,649	9,193	...	...	...	30,270	55,21,482	...
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII).	7,53,57,772	16,16,818	25,62,897	87,879	7,29,715	5,68,543	8,16,407	10,13,10,630	90,86,005
XX	Amount paid in premia, &c. .	67,28,688	...	...	...	...	...	...	...	...

NOTE.—The total outlay borne against the capital account of each

distributed over main heads of expenditure—concl'd.

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MORVI.		BÁRSI.	TÁRAKES- WAR- MAGRA.	RÁNAGHAT- KRISH- NAGAR.	TEZPUR- BÁLIPARA.	CHERRA- COMPANY- GANJ.	DARJEEL- ING HIMALAYAN	HCWRAH- AMTA.	HOWRAH- SHEA- KHALLA.	JORHAT.	Item.
26		27	28	29	30	31	32	33	34	35	
2' 6".		2' 6".	2' 6".	2' 6".	2' 6".	2' 6".	2' 0".	2' 0".	2' 0".	2' 0".	
Open line.	Under construction.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	
94'36	...	21'59	31'12	20'25	20'10	†	51'00	28'69	19'75	30'00	(a)
...	...	...	...	...	...	...	...	...	...	...	(b)
94'36	...	21'59	31'12	20'25	20'10	†	51'00	28'69	19'75	30'00	(c)
...	...	...	...	...	...	...	...	...	...	...	I
...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	4
24,95,315	2,32,800	13,56,501	9,61,811	7,51,809	4,87,240	7,68,723	34,99,487	11,88,283	6,09,446	9,08,643	
18,134	4,606	1,51,295	...	Details not available.	1,970	236	72,000	Details not available.	Details not available.	388	I
1,672	1	22,151	90,687		10,655	1,670	25,548			6,131	II
6,99,377	1,79,731	13,859	69,904		51,576	1,61,390	8,90,235			81,470	III
...	16,691	71,205	1,45,823			57,089				65,245	IV
...	108	13,065	5,856			...				2,999	V
...	...	...	56			...				...	VI
11,22,831	5,769	3,04,740	4,02,253		1,65,884	1,80,120	7,09,873			3,16,748	VII
63,479	...	1,41,110	32,398		25,513	49,865	5,35,218			89,452	VIII
...	...	...	...		...	...	...			...	IX
14,605	3,913	13,857	17,834		30,709	1,32,598	75,270			59,994	X
4,09,446	...	4,54,053	1,87,059		1,60,416	92,913	5,51,124			2,14,790	XI
1,02,847	21,981	98,935	...		40,517	1,07,846	2,77,641			41,248	XII
...	...	...	...		...	—19,520	...			...	XIII
24,32,391	2,32,800	12,84,271	9,51,870	7,51,809	4,87,240	7,64,207	31,37,909	11,88,283	6,09,446	8,78,465	XIV
...	...	...	...	...	...	4,516	...	...	...	...	XV
62,924	...	13,116	9,644	...	...	...	2,10,016	...	...	33,683	XVI
...	...	59,114	297	...	...	...	1,51,562	...	...	—3,505	XVII
62,924	...	72,230	9,941	...	...	4,516	3,61,578	...	...	30,178	XVIII
24,95,315	2,32,800	13,56,501	9,61,811	7,51,809	4,87,240	7,68,723	34,99,487	11,88,283	6,09,446	9,08,643	XIX
...	...	...	...	...	...	...	...	...	...	...	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 30.

\* Represents cost of conversion of the line from 2' 6" to 3' 3½" gauge.

† Closed for traffic from 25th March 1900, and subsequently abandoned.

endix 34.  
ng-Stock statistics.

APPEN  
Number of, outlay on, and  
(Referred to in paragraph  
N. B.—A reference to Appendix 2 will furnish the key

GAUGE.		5' 6".									
CLASSIFICATION NUMBER.		1	2 (a)	3	4	5	6	7	8	9	
Particulars.		E. I.	E. B. S.	B. C.	B. N.	E. C.	P. T.	O. & R.	N. W.	G. I. P. (a) to (e)	I. M. (f) to (j)
ENGINES.											
Number at close of 1899 . . . . .		757	113	27	139	77	8	172	652	605	132
Number added in 1900 . . . . .		61	1	Nil	17	Nil	4	Nil	6	Nil	10
Number at close of 1900 . . . . .		818	114	27	156	77	12	172	660	605	142
Number per mile of line open . . . . .		0'38	0'43	0'22	0'13	0'10	1'41	0'16	0'18	0'39	0 13
Average mileage run by each in 1900 . . . . .		25,110	25,329	18,671	24,287	28,939	}	25,091	18,492	17,890	23,246
Average mileage run by each per diem . . . . .		69	69	51	67	79					
Total value in thousands of rupees . . . . .		†	†	8,93	50,24	†	2,40	45,69	2,20,66	1,88,78	49,49
Total value per mile of line open . . . . .		†	†	7,193	4,077	†	28,120	4,272	6,126	12,094	4,448
COACHING STOCK.											
Number at close of 1899 . . . . .		1,940	506	120	448	431	There is no coaching stock on this line.	766	2,313	1,779	494
Number added in 1900 . . . . .		64	8	—3	121	28		36	4	—25	10
Number at close of 1900 . . . . .		2,004	514	117	569	459		802	2,317	1,754	504
Number per mile of line open 1st class*		0'08	0'18	0'09	0'03	0'05		0'08	0'06	0'08	0'05
Number per mile of line open 2nd class†		0'06	0'13	0'07	0'03	0'04		0'05	0'05	0'02	0 03
Number per mile of line open Intermediate.		0'05	0'24	0'06	0'02	0'02		0'05	0'04	Nil	Nil
Number per mile of line open 3rd class.		0'43	0'70	0'38	0'20	0'34		0'32	0'27	0'38	0 23
Number per mile of line open all other Classes.		0'34	0'67	0'37	0'21	0'12		0'24	0'23	0'54	0'14
Average mileage run by each 1st class*.		53,981	27,744	21,033	35,610	33,016		29,691	26,913	55,987	39,342
Average mileage run by each 2nd class†		64,937	36,162	31,802	40,381	38,166		36,386	38,638	43,614	54,115
Average mileage run by each Intermediate.		77,333	37,584	40,869	33,961	38,343		56,197	42,624	Nil	Nil
Average mileage run by each 3rd class.		61,655	42,537	40,963	48,634	29,492		39,109	42,203	45,206	31,229
Average mileage run by each all other classes.		40,699	22,853	20,060	27,326	38,974		25,859	26,915	28,362	41,770
Total value in thousands of rupees . . . . .		†	†	19,46	21,54	†	124,80	133,11	63,71	96,92	
Total value per mile of line open . . . . .		†	†	15,568	1,756	†	11,668	3,695	4,082	8,712	
GOODS STOCK.											
Number at close of 1899.	Covered wagons . . . . .	7,773	2,008	418	2,558	1,163	348	3,866	8,049	4,487	1,329
	Open „ . . . . .	5,373	275	71	1,150	545	24	525	3,302	3,376	866
Number added in 1900.	Covered wagons . . . . .	222	5	5	433	Nil	Nil	Nil	Nil	8	152
	Open „ . . . . .	1,040	56	—1	Nil	1	Nil	Nil	Nil	Nil	—86
Number at close of 1900.	Covered wagons . . . . .	7,995	2,013	423	2,991	1,163	848	3,866	8,049	4,495	1,481
	Open „ . . . . .	6,413	331	70	1,150	546	24	525	3,302	3,376	780
Number of all classes per mile of line open		6'85	8'74	3'94	3'38	2'12	43'61	4'10	3'15	5'04	2'03
Average mileage run by each . . . . .		19,509	13,786	8,799	14,815	14,260		8,993	10,301	16,825	20,871
Average carrying capacity, in tons, of.	Covered wagons . . . . .	14'06	11'24	14'76	14'16	15'85	10'00	10'73	13'51	14'81	13'36
	Open „ . . . . .	15'31	12'93	13'70	15'26	15'46	9'58	10'22	13'05	14'29	12'22
Total value in thousands of rupees . . . . .		†	†	§	97,69	†	5,66	§	2,87,15	1,46,81	§
Total value per mile of line open . . . . .		†	†	§	7,965	†	66,308	§	7,971	9,405	§
Grand total value of Rolling Stock in thousands of rupees.		9,89,53	1,16,95	28,45	1,69,47	99,15	806	1,70,49	6,40,92	3,99,30	1,46,41
Grand total value of Rolling Stock per mile of line open.		47,041	43,631	22,762	13,818	12,323	94,428	15,940	17,792	25,581	13,160
ROLLING STOCK UNDER SUPPLY.											
Engines . . . . .		68	10	1	22	13	Nil	10	46	Nil	25
Coaching vehicles . . . . .		224	36	4	102	1	Nil	Nil	35	Nil	5
Goods vehicles . . . . .		2,785	58	Nil	645	Nil	Nil	Nil	321	Nil	451

\* Includes all reserved and State carriages and proportion of composites, also attendants' carriages.  
† Includes share of composites.  
‡ The value of rolling-stock is shown in the total and not distributed under engines, coaching and goods stock.  
Notes—(1) The minus entries are due to conversion  
(2) Excludes Nilgiri, Bengal Doonars, Dibru Sadys

DIX 34.  
work done by Rolling-Stock.

Appendix 34.  
Rolling-Stock statistics.

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to the code letters used to express railway systems

3' 3 3/4"															Pro- gres- sive No.
10 (a) to (e).	11	12 (a) and (b).	11 (c)	2 (b) to (d).	15	17	18	10 (f) to (i).	19	20	21	22	24	25	
B. B. & C. I.	N. G. S.	M.	H. G. V.	E. B. S.	A. B.	B. & N. W.	R. & K.	R. M.	J. B.	U. C.	B. G. J. P.	S. M.	S. L.	B.	
ENGINES.															
173	54	168	15	104	53	155	27	424	17	2	37	219	208	170	1
14	Nil	Nil	20	Nil	Nil	Nil	Nil	4	15	Nil	Nil	Nil	Nil	1	2
186	54	168	35	104	53	155	27	428	32	2	37	219	208	171	3
0'23	0'15	0'19	0'09	0'15	0'12	0'13	0'09	0'24	0'05	0'03	0'08	0'14	0'19	0'15	4
22,160	24,950	20,242	15,074	25,478	17,002	22,987	27,360	19,501	20,588	35,961	24,149	19,973	17,981	26,778	5
61	68	55	41	70	47	63	75	53	56	99	66	55	49	73	6
66,47	21,52	55,41	9,25	17,97	9,12	34,67	5,63	77,02	9,43	44	7,56	45,14	44,16	‡	7
8,256	6,135	6,360	2,400	2,613	2,089	2,974	1,976	4,258	1,548	648	1,661	2,836	3,978	‡	8
COACHING STOCK.															
540	169	837	39	536	172	740	202	1,693	94	23	255	943	981	786	9
16	Nil	36	72	75	3	54	-8	-4	24	3	Nil	7	Nil	18	10
556	169	878	111	611	175	784	194	1,689	118	26	255	950	981	804	11
0'05	0'06	0'08	0'03	0'10	0'03	0'06	0'09	0'08	0'03	0'04	0'06	0'04	0'05	0'08	12
0'07	0'04	0'10	0'03	0'07	0'03	0'04	0'04	0'07	0'02	0'04	0'04	0'05	0'07	0'07	13
0'03	Nil	Nil	Nil	0'10	0'04	0'04	0'03	0'04	Nil	0'02	0'02	Nil	Nil	Nil	14
0'34	0'19	0'50	0'12	0'42	0'18	0'39	0'37	0'47	0'10	0'23	0'32	0'34	0'58	0'36	15
0'20	0'20	0'33	0'12	1'96	0'18	0'14	0'15	0'27	0'04	0'06	0'13	0'16	0'19	0'21	16
47,432	32,170	26,436	20,907	19,375	25,215	33,722	14,794	22,071	14,356	13,669	22,543	21,044	32,119	23,501	17
57,256	52,666	22,529	26,677	25,255	31,837	41,903	29,678	25,036	16,192	11,610	45,448	23,426	32,704	46,087	18
61,235	Nil	Nil	Nil	34,397	5,010	37,457	26,809	31,382	Nil	34,634	61,803	Nil	Nil	Nil	19
47,156	41,783	27,258	26,418	34,604	44,987	46,845	29,051	38,285	44,689	30,118	26,873	28,021	39,932	49,491	20
41,663	40,872	27,061	22,526	29,008	30,190	29,689	26,874	27,545	33,217	29,431	24,099	25,672	24,531	28,166	21
30,06	25,89	26,61	13,70	56,29	9,21	1,08,62	19,42	1,40,57	17,72	1,71	7,82	93,28	35,42	‡	22
3,734	7,383	3,054	3,558	8,187	2,111	9,318	6,812	7,771	2,910	2,340	1,718	5,860	3,190	‡	23
GOODS STOCK.															
2,391	174	1,565	100	2,436	536	3,565	685	4,305	180	25	317	3,195	1,924	2,409	24
1,884	758	1,432	103	380	625	873	86	2,685	70	10	678	1,494	1,373	1,196	25
259	2	10	202	-120	-7	449	13	Nil	Nil	Nil	2	12	6	Nil	26
176	5	50	169	119	7	Nil	86	67	55	Nil	2	13	-3	43	27
2,850	176	1,575	302	2,316	529	4,114	698	4,305	180	25	319	3,207	1,930	2,409	28
2,080	768	1,482	212	499	632	873	172	2,752	125	10	680	1,507	1,370	1,239	29
5'85	2'68	3'58	1'43	4'09	2'66	4'07	3'05	3'90	0'50	0'62	2'19	2'96	2'97	3'29	30
16,219	26,301	11,312	10,484	10,224	8,809	7,605	8,278	24,118	29,480	32,271	6,112	11,053	10,248	14,240	31
12'90	10'80	9'62	10'00	6'54	9'84	9'00	8'65	7'90	7'23	7'02	5'65	7'16	6'44	8'79	32
13'16	13'10	11'43	8'48	5'78	7'61	6'22	6'47	10'56	7'83	6'29	6'11	6'85	6'91	8'55	33
1,02,75	§	81,43	§	§	12,68	§	§	§	§	§	11,91	§	46,89	‡	34
12,761	§	9,346	§	§	2,907	§	§	§	§	§	2,616	§	4,224	‡	35
1,99,28	47,41	1,63,45	22,95	74,26	31,01	1,43,29	25,05	2,17,59	27,15	2,15	27,29	1,38,42	1,26,47	1,32,18	36
24,751	13,518	18,760	5,958	10,800	7,107	12,292	8,788	12,029	4,458	3,188	5,995	8,696	11,392	11,760	37
ROLLING STOCK UNDER SUPPLY.															
Nil	Nil	2	Nil	12	Nil	36	4	16	11	Nil	Nil	7	8	40	38
65	Nil	Nil	8	26	75	2	8	Nil	58	Nil	Nil	68	61	100	39
203	Nil	142	9	232	272	922	51	7	515	Nil	Nil	5	214	420	40

§ The value of goods stock is included in that of the coaching stock.  
|| Information not available.  
if stock from one type to another.  
and Deoghur (3' 3 3/4" gauge) railways, as complete information is not available.

# Appendix 35.

## Rolling-stock.

# APPEN

## Rolling-stock under different heads on each

(Referred to in paragraph 52)

N. B.—A reference to Appendix 2 will furnish the key to the

Items.	GAUGE.	5' 6"														3' 3 1/2"					
		CLASS: No.																			
		Particulars.																			
		E. I.	E. B.	B. C.	B. N.	E. C.	P. T.	O. & R.	N. W.	9 (a) to (e)	9 (f) to (i)	10	11	12 (a) to (d)	12 (b) to (e)	11 (c)	12 (c)	13	14		
1	Engines	818	114	27	156	77	12	172	660	605	142	186	54	168	97	35	4	14	22		
<i>Coaching Vehicles</i>																					
2	Saloons, Royal and State	4	1	...	...	...	...	...	12	...	...	...	...	1	2	...	...	...	...	...	...
3	Saloons, ordinary	2	13	4	...	1	...	3	...	...	...	13	3	...	16	...	...	...	...	...	...
4	Reserved carriages	36	...	...	6	...	...	15	61	...	14	8	4	...	...	3	...	...	...	...	...
5	Inspection carriages	...	...	...	...	7	...	2	...	...	...	...	...	3	...	...	...	...	...	...	...
6	Family carriages	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	First class carriages	75	13	4	13	19	...	42	96	78	22	5	9	33	14	7	2	...	...	...	...
8	Composite, first and second class	64	44	8	40	20	...	52	91	66	34	12	9	51	56	7	...	3	8	...	...
9	Composite, first, second and third class	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...
10	Other Composite carriages	10	9	...	4	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...
11	Second class	87	12	4	21	23	...	30	98	145	22	37	8	63	17	6	...	...	...	...	...
12	Second class with postal accommodation	...	...	...	...	...	...	...	...	22	...	...	...	...	...	...	...	...	...	...	...
13	Intermediate class	73	24	3	20	10	...	34	116	...	...	25	...	...	44	...	4	...	...	...	...
14	Composite, intermediate, and third class, 4-wheeled	48	33	7	11	11	...	32	74	...	...	...	...	...	38	...	...	1	...	...	...
15	Intermediate and postal carriages	...	6	2	...	3	...	3	19	...	...	3	...	...	2	...	...	1	...	...	...
16	Intermediate third and postal carriages	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	Lower class	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18	Third class carriages without brakes	719	161	34	170	255	...	102	89	486	196	162	64	387	238	45	...	12	32	...	...
19	Third class and postal vans	47	...	...	22	...	...	...	...	20	...	63	...	5	2	...	...	...	...	...	...
20	Third class 4-wheeled and carriages with brakes	52	...	...	...	...	...	...	...	198	29	15	5	7	...	...	...	...	...	...	...
21	Brakevans	494	65	10	165	85	...	155	454	537	72	109	49	177	70	35	...	5	80	...	...
22	Brakevans with third class compartment	...	13	13	12	...	...	...	101	113	33	...	...	...	...	...	4	...	...	...	...
23	Postal vans	22	...	...	...	...	...	...	10	7	...	...	...	9	3	...	...	...	...	...	...
24	Composite, postal and other carriages	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	Prison vans	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...
26	Carriage trucks	39	6	...	4	6	...	7	42	50	5	4	2	21	5	...	...	...	...	...	...
27	Horse boxes	75	17	1	16	8	...	41	138	93	15	18	10	48	10	6	...	1	3	...	...
28	Luggage vans	41	23	4	30	2	...	40	61	90	25	26	6	24	12	...	...	...	...	...	...
29	Produce vendors' vans	...	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30	Milk vans	...	16	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Fish vans	...	20	8	...	...	...	...	...	...	...	...	...	...	22	...	...	...	...	...	...
32	Store, ice and stationery van	1	...	...	...	...	...	...	16	...	...	...	...	...	...	...	...	...	...	...	...
33	Miscellaneous	...	5	...	...	...	...	...	3	...	...	...	...	...	11	...	...	...	...	...	...
34	Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
35	TOTAL COACHING VEHICLES	2,004	514	117	569	459	...	802	2,317	1,754	504	556	169	873	579	111	12	27	80	...	...
<i>Goods Vehicles</i>																					
36	Covered goods waggons	...	356	...	...	...	...	...	412	...	...	...	...	...	...	...	...	...	...	...	...
37	Covered goods waggons	3,819	643	421	1,773	595	348	2,609	3,000	2,169	796	751	47	15	1,013	300	...	200	...	...	...
38	High-sided waggons bogie	4,066	1,068	...	1,191	553	...	1,230	4,482	2,260	...	1,684	124	1,471	1,320	...	...	...	...	...	...
39	High-sided waggons 4-wheeled	...	89	12	...	158	2	...	825	59	593	869	321	900	...	100	...	...	...	...	...
40	Medium-sided waggons bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
41	Medium-sided waggons 4-wheeled	...	...	...	790	...	...	...	...	...	...	410	399	...	...	110	6	...	...	...	...
42	Low-sided waggons	...	...	...	...	...	...	...	514	...	...	151	...	70	80	...	...	...	...	...	...
43	Low-sided waggons	1,826	40	42	190	...	17	236	79	2,444	...	...	...	191	202	...	7	69	...	...	...
44	Coal or coke waggons	3,623	167	8	20	380	...	173	1,766	585	128	85	...	...	68	...	...	...	...	...	...
45	Cattle waggons	861	...	...	...	...	...	...	...	...	...	...	...	130	...	...	...	...	...	...	...
46	Accident vans	18	5	...	...	...	...	...	24	...	750	...	...	50	...	...	...	...	...	...	...
47	Platform waggons	25	10	2	9	...	...	9	1	...	10	7	...	13	8	...	...	...	...	...	...
48	Powder vans	32	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...
49	Timber trucks	31	1	...	6	5	...	8	47	18	4	6	...	4	2	...	...	...	...	...	...
50	Boiler trucks	23	19	7	36	...	...	99	52	191	...	90	28	...	83	...	...	12	50	...	...
51	Ballast waggons	...	52	...	80	...	...	...	...	...	50	...	...	115	...	...	...	...	...	...	...
52	Travelling oil tanks	...	...	...	76	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
53	Travelling water tanks	29	21	...	12	...	...	4	41	13	...	11	...	18	...	...	...	...	...	...	...
54	Travelling gas holders	...	3	...	...	...	...	2	42	...	...	...	...	4	...	...	...	...	...	...	...
55	Travelling cranes	...	1	...	...	...	...	4	...	8	...	...	...	5	...	2	...	...	...	...	...
56	Miscellaneous	29	5	1	11	8	...	17	50	27	9	4	5	7	11	2	...	3	1	...	...
57	TOTAL GOODS VEHICLES	14,408	2,344	493	4,741	1,709	372	4,391	11,351	7,871	2,261	4,710	939	3,057	2,706	514	16	284	899	...	...
58	GRAND TOTAL ROLLING STOCK	17,230	2,972	637	4,866	2,245	384	5,365	14,338	10,230	2,907	5,452	1,162	4,098	3,382	660	32	325	1,001	...	...
LOWER CLASS CARRIAGES FITTED WITH RETTING																					
	Intermediate class	54	5	4	...	...	...	11	116	...	...	7	...	...	21	...	...	...	...	...	...
	Third class	71	22	5	32	15	...	33	132	111	28	17	24	48	34	32	...	...	...	...	...
	TOTAL	125	27	9	32	15	...	46	248	111	28	24	24	48	55	32	...	...	...	...	...

**DIX 35.**

*railway at close of the Calendar year 1900.*

of Report.)

code letters used to express railway systems.

## Appendix 35. Rolling-stock.

3' 31"											3' 6"							3' 0"					Item.								
15	16	17	18	10 to (e) (i)	19	20	21	22	24	25	2 (b)	2 (e)	4 (b)	10 (j)	26	27	28	29	32	33	34	35									
A. B.	D.	B. & N. W.	R. & K.	R. M.	J. B.	U. C.	B. G. J. P.	S. M.	S. L.	B.	E. B. S.	C. B.	R. D.	Raj- pipla.	M. R. W.	B. L.	B. P.	R. K. L.	D. H.	H. A.	H. S.	J.									
53	3	155	27	428	32	2	37	219	208	171	7	5	4	3	8	6	...	2	14	6	3	...	1								
1	...	3	...	5	...	...	...	8	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...								
3	...	13	2	2	3	...	2	...	3	1	...	2	...	...	3	1	...	...	2	...	...	...	...								
...	...	4	5	...	...	...	7	10	...	24	...	...	...	...	...	...	...	...	...	...	...	...	...								
8	...	...	1	10	4	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...								
1	...	9	13	112	3	...	15	19	19	34	...	...	...	...	...	...	...	...	16	...	...	...	...								
4	...	26	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...								
...	...	28	12	44	15	3	...	65	43	31	...	...	...	...	...	...	...	...	...	...	...	...	...								
7	...	6	...	7	...	...	2	...	...	11	4	2	...	...	4	...	...	...	...	...	...	...	...								
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...								
8	2	...	...	...	...	...	2	...	24	8	...	...	...	...	...	...	...	...	...	...	...	...	...								
24	...	...	...	7	2	...	6	...	9	5	2	2	...	...	2	4	...	...	2	...	4	...	...								
...	...	33	4	96	5	1	11	41	44	48	...	...	...	...	3	...	...	...	21	...	...	...	...								
...	...	...	...	...	...	...	5	...	...	...	...	2	...	...	8	...	...	...	1	...	...	...	...								
...	...	24	3	50	...	1	9	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...								
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...								
13	...	46	10	25	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...								
...	...	...	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...								
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...								
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...								
...	...	215	76	584	50	12	127	204	520	316	...	...	14	...	...	...	...	...	28	...	...	...	...								
...	8	207	10	132	7	...	12	53	...	35	20	6	...	...	...	...	...	...	...	45	13	...	...								
...	...	...	...	5	...	...	...	1	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...								
7	...	16	2	24	3	...	5	29	10	10	1	...	...	...	...	3	...	...	...	...	...	...	...								
63	...	...	15	108	...	3	...	257	76	45	...	...	...	...	...	29	...	...	...	...	...	...	...								
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...								
14	2	127	9	312	18	3	41	38	52	147	1	6	3	3	7	...	...	3	...	8	...	...	...								
...	...	...	...	...	...	...	...	139	28	5	1	2	3	...	...	...	...	...	...	...	...	...	...								
...	...	...	21	...	...	...	...	...	18	5	...	...	...	...	...	...	...	...	...	3	...	...	...								
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...								
...	...	...	...	5	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...								
6	...	5	...	38	...	...	6	14	5	1	...	...	...	...	...	...	...	...	...	...	...	...	...								
12	...	30	5	82	5	1	5	36	30	36	...	...	...	...	2	...	...	...	...	...	...	...	...								
...	...	1	6	31	...	...	...	22	81	31	1	...	...	...	...	...	...	...	3	...	...	...	...								
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...								
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...								
3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...								
1	...	1	...	2	3	...	...	...	12	...	2	...	1	...	...	...	...	...	...	...	...	...	...								
175	12	794	194	1,689	118	26	255	950	981	804	32	24	20	10	54	7	Information not available.					19	74	57	18	35					
...	...	200	...	459	...	...	...	85	63	495	...	...	...	...	10	...	...	...	4	...	4	4	...	36							
167	4	3,078	563	3,470	180	25	153	2,848	1,550	1,286	65	56	12	8	10	8	...	...	...	37	...	...	...	37							
347	...	826	132	313	...	...	145	193	267	335	...	...	...	...	...	...	...	...	...	...	...	...	...	38							
125	...	...	...	134	...	...	...	74	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	39							
...	...	...	...	...	...	...	...	170	813	60	...	...	...	...	...	...	...	...	...	143	6	2	...	40							
...	...	...	...	...	...	...	...	...	...	...	...	...	...	25	...	...	...	...	...	...	...	...	...	...							
...	4	...	...	150	...	...	...	140	461	310	...	...	30	...	...	...	...	...	...	...	...	...	...	41							
...	...	28	...	349	...	...	20	...	35	115	...	...	...	...	25	59	...	...	4	17	...	4	...	42							
60	...	...	...	2,011	125	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43							
300	...	488	56	...	...	...	640	49	...	109	39	11	...	...	...	35	40	...	...	...	...	...	...	44							
...	...	...	...	...	...	...	...	482	...	286	...	...	...	...	...	...	...	...	...	...	...	...	...	45							
50	...	53	...	...	...	...	...	350	...	...	...	8	...	...	...	...	...	...	...	...	...	...	...	46							
7	...	...	...	...	...	...	6	38	6	141	...	...	...	...	...	...	...	...	...	...	...	...	...	47							
3	...	2	5	16	...	...	3	10	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	48							
58	...	2	...	...	...	...	...	36	4	...	3	...	...	...	...	...	...	...	...	...	...	...	...	49							
3	...	1	2	35	...	...	2	13	7	9	...	...	...	...	...	...	...	...	...	...	...	...	...	50							
...	...	282	76	79	...	...	16	87	51	...	...	...	110	...	...	...	...	...	...	...	...	...	...	51							
...	...	...	...	...	...	...	...	...	...	157	...	...	...	...	...	...	...	...	...	...	...	...	...	52							
16	...	...	...	...	...	...	...	91	...	150	...	...	...	...	...	...	...	...	...	...	...	...	...	53							
...	...	...	...	12	...	...	2	8	14	1	...	...	...	...	...	...	...	...	...	...	...	...	...	54							
...	...	...	...	...	...	...	1	7	23	7	...	...	...	...	...	...	...	...	...	...	...	...	...	55							
4	...	...	...	...	...	...	...	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	56							
14	...	20	6	29	...	...	2	20	6	21	...	...	...	...	...	...	...	...	...	...	...	...	...	57							
7	...	7	...	...	...	...	9	...	...	21	...	...	...	...	...	...	...	...	...	3	...	...	...	58							
1,161	8	4,987	870	7,057	305	-135	999	4,714	3,300	3,648	109	185	67	33	115	65	...	...	8	200	20	10	...	59							
1,389	23	5,036	1,091	9,174	455	63	1,291	5,883	4,481	4,623	148	214	91	46	177	78	...	...	29	288	83	31	...	60							
ACCOMODATION FOR FEMALES.																						Information not available.					Information not available.				
15	1	46	10	76	13	2	15	9	...	...	...	...	...	...	...	7	...	Information not available.					Information not available.								
15	1	46	11	76	13	17	23	37	44	43	...	...	...	...	...	7	...	Information not available.					Information not available.								

# Appendix 36.

## Interlocking and train signalling.

# APPENDIX 36.

*Railways on which points and signals are interlocked and on which block instruments are used for train signalling.*

(Referred to in paragraph 51 of Report.)

N.B.—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

CLASS : No.		Railway.	Particulars.	Total number of stations on railway.	STATIONS AT WHICH POINTS AND SIGNALS ARE INTERLOCKED.		STATIONS AT WHICH BLOCK INSTRUMENTS ARE USED FOR TRAIN SIGNALLING.	
Main.	Sub.				No.	Name of system of interlocking.	No.	Name of block instrument.
1	...	E. I. . . .	At close of 1899 . . . Added during 1900 . . . At close of 1900 . . .	325	31 37 68	37 "English" system. 25 Saxby and Farmer's. 6 Experimental.	2 0 2	Tyer's Tablet apparatus.
2	...	E. B. S. . . .	At close of 1899 . . . Added during 1900 . . . At close of 1900 . . .	782	11 3 14	9 Mackenzie and Holland's. 5 Experimental.	1 3 4	1 Webb and Thomson, "Electric Staff." 1 Tyer's Tablet. 2 Dutton's and Neville's Tablet.
4	...	B. N. . . .	At close of 1899 . . . Added during 1900 . . . At close of 1900 . . .	146	37 12 49	48 List and Morse's. 1 Experimental.	12 2 14	7 Webb and Thomson's "Electric Staff." 2 Tyer's Tablet. 3 Winter's Tablet. 2 Dutton's Tablet.
7	...	O. and R. . . .	At close of 1899 . . . Added during 1900 . . . At close of 1900 . . .	156	37 15 52	45 List and Morse's. 7 Experimental.	...	...
8	...	N. W. . . .	At close of 1899 . . . Added during 1900 . . . At close of 1900 . . .	488	155 12 167	127 List and Morse's. 21 Tappit. 16 Key locking. 3 Experimental.	...	...
9	(a) to (e)	G. I. P. . . .	At close of 1899 . . . Added during 1900 . . . At close of 1900 . . .	231	24 ... 24	Saxby and Farmer's.	229 14 243	Prece's single wire semaphore.
9	(f) to (j)	I. M. . . .	At close of 1899 . . . Added during 1900 . . . At close of 1900 . . .	143	13 ... 13	11 Wrench's. 2 Experimental.	...	...
10	(a) to (e)	B. B. and C. I. . . .	At close of 1899 . . . Added during 1900 . . . At close of 1900 . . .	128	20 1 21	6 Mackenzie and Holland's. 11 Country made. 4 Experimental.	77 -1 76	Prece's block.
10	(f) to (i)	R. M. . . .	At close of 1899 . . . Added during 1900 . . . At close of 1900 . . .	256	9 1 10	6 Sydney Jones's. 1 List and Morse's. 1 Mackenzie and Holland's. 2 Dutton's.	... ... ...	...
11	...	N. G. S. . . .	At close of 1899 . . . Added during 1900 . . . At close of 1900 . . .	45	14 23 37	36 List and Morse's. 1 Experimental.	... ... ...	...
12	...	M. . . .	At close of 1899 . . . Added during 1900 . . . At close of 1900 . . .	166	42 5 47	37 List and Morse's. 10 Experimental.	127 3 130	100 Winter's Block with starting semaphores. 19 Winter's Block without semaphores. 2 Experimental.
22	...	S. M. . . .	At close of 1899 . . . Added during 1900 . . . At close of 1900 . . .	215	... ... ...	.....	100 3 103	101 Winter's. 2 Webb and Thomson's "Electric Staff."
24	...	S. I. . . .	At close of 1899 . . . Added during 1900 . . . At close of 1900 . . .	178	6 ... 6	5 Dutton's. 1 Saxby and Farmer's.	10 11 21	Winter's Ticket issuing.
25	...	B. . . .	At close of 1899 . . . Added during 1900 . . . At close of 1900 . . .	175	2 ... 2	1 Saxby and Farmer's. 1 Dutton's.	... ... ...	...



## APPENDIX 37.

## Rolling-stock fitted with Automatic brakes at close of 1900.

(Referred to in paragraph 54 of Report.)

## Appendix 37.

## Automatic brakes.

N.B.—There is no rolling-stock fitted with automatic brakes on the railways not enumerated.

Class: No.	Gauge.	Railway.	Particulars.	LOCOMOTIVES.			VEHICLES EXCLUDING CRANES.				Class: No.
				Fitted.	Not fitted.	Proportion per cent. of fitted to total.	Braked.	Piped.	Not fitted	Proportion per cent. of fitted to total	
1	5' 6"	East Indian .	At close of 1899 . . . .	157	581	21'27	1,247	85	13,234	9'11	1
			Added during 1900 . . . .	90	...	...	39	119	...	...	
			Total at close of 1900 . . . .	247	554	30'84	1,286	204	14,454	9'34	
2 (a)		Eastern Bengal .	At close of 1899 . . . .	60	53	53'10	338	77	2,369	14'90	2 (a)
			Added during 1900 . . . .	1	...	...	30	...	...	...	
			Total at close of 1900 . . . .	61	53	53'51	368	60	2,425	15'00	
3		Bengal Central .	At close of 1899 . . . .	5	22	18'52	...	1	607	0'16	3
			Added during 1900 . . . .	...	...	...	...	...	...	...	
			Total at close of 1900 . . . .	5	22	18'52	...	1	608	0'16	
4		Bengal-Nágpur .	At close of 1899 . . . .	39	100	28'06	294	34	3,817	7'91	4
			Added during 1900 . . . .	17	...	...	111	...	...	...	
			Total at close of 1900 . . . .	56	100	35'90	405	34	4,260	9'34	
5		East Coast .	At close of 1899 . . . .	16	58	21'62	55	5	2,072	2'81	5
			Added during 1900 . . . .	Information not furnished.			...	...	...	...	
			Total at close of 1900 . . . .				...	...	...	...	
7 (a) & (b)		Oudh and Rohilkhand.	At close of 1899 . . . .	47	125	27'33	379	33	4,728	8'01	7 (a) & (b)
			Added during 1900 . . . .	15	...	...	85	18	...	...	
			Total at close of 1900 . . . .	62	110	36'05	464	51	4,661	9'05	
8		North Western .	At close of 1899 . . . .	470	182	72'09	2,068	208	11,338	16'72	8
			Added during 1900 . . . .	10	...	...	31	7	...	...	
			Total at close of 1900 . . . .	480	180	73'73	2,099	215	11,304	16'99	
9 (a) to (e)		Great Indian Peninsula.	At close of 1899 . . . .	221	384	36'53	1,309	...	8,286	13'64	9 (a) to (e)
			Added during 1900 . . . .	23	...	...	25	...	...	...	
			Total at close of 1900 . . . .	244	361	40'33	1,284	...	8,294	13'41	
9 (f) to (i)	Indian Midland .	At close of 1899 . . . .	68	64	51'51	135	24	2,521	5'94	9 (f) to (i)	
		Added during 1900 . . . .	10	...	...	...	...	...	...		
		Total at close of 1900 . . . .	78	64	54'93	135	24	2,597	5'77		
10 (a) to (e)	Bombay, Baroda and Central India	At close of 1899 . . . .	109	63	63'37	439	59	4,313	10'35	10 (a) to (e)	
		Added during 1900 . . . .	16	...	...	10	30	...	...		
		Total at close of 1900 . . . .	125	61	67'20	449	89	4,724	10'22		
11 (a) & (b)	The Nizam's Guaranteed State.	At close of 1899 . . . .	...	54	...	30	...	1,068	2'73	11 (a) & (b)	
		Added during 1900 . . . .	...	...	...	...	...	...	...		
		Total at close of 1900 . . . .	...	54	...	30	...	1,076	2'71		
12 (a) & (b)	Madras .	At close of 1899 . . . .	54	114	32'14	459	14	3,354	12'36	12 (a) & (b)	
		Added during 1900 . . . .	6	...	...	109	...	...	...		
		Total at close of 1900 . . . .	60	108	35'71	568	14	3,341	14'83		
2 (b)	3' 3 3/4"	Eastern Bengal, including the Kaulia-Dharila, 2'6" gauge, branch.	At close of 1899 . . . .	23	66	25'84	184	41	2,664	7'79	2 (b)
			Added during 1900 . . . .	3	...	...	70	8	...	...	
			Total at close of 1900 . . . .	26	78	25'00	254	49	3,112	8'87	
12 (c)		Nilgiri .	At close of 1899 . . . .	4	...	100'00	28	...	...	100'00	12 (c)
			Added during 1900 . . . .	...	...	...	...	...	...	...	
			Total at close of 1900 . . . .	4	...	100'00	28	...	...	100'00	
15		Assam Bengal .	At close of 1899 . . . .	44	9	83'02	163	...	1,157	12'35	15
			Added during 1900 . . . .	...	...	...	1	...	...	...	
			Total at close of 1900 . . . .	44	9	83'02	164	...	1,158	12'41	
24		South Indian .	At close of 1899 . . . .	25	183	12'02	132	27	4,116	3'72	24
			Added during 1900 . . . .	...	...	...	...	...	...	...	
			Total at close of 1900 . . . .	25	183	12'02	132	27	4,116	3'72	
25		Burma .	At close of 1899 . . . .	29	141	17'06	137	3	4,230	3'20	25
			Added during 1900 . . . .	23	...	...	77	19	...	...	
			Total at close of 1900 . . . .	52	119	30'41	214	22	4,195	5'33	

Appendix 38.  
Lighting of stock.

## APPENDIX 38.

*Rolling-stock lighted by gas.*

(Referred to in paragraph 55 of Report.)

*Note.*—On railways not enumerated, the rolling-stock is lighted with oil lamps.

Class No.	Ga uge.	Railway.	Particulars.	Number fitted.	Number not fitted.	Proportion per cent. of fitted to total.	REMARKS.
1	5' 6"	East Indian	At close of 1899 . . . .	973	850	53'37	
			Added during 1900 . . . .	30	...	...	
			At close of 1900 . . . .	1,003	878	53'32	
2		Eastern Bengal	At close of 1899 . . . .	356	77	82'22	
			Added during 1900 . . . .	15	...	...	
			At close of 1900 . . . .	371	67	84'70	
4		Bengal-Nágpur	At close of 1899 . . . .	42	392	9'68	
			Added during 1900 . . . .	96	...	...	
			At close of 1900 . . . .	*138	411	25'14	
7		Oudh and Rohilkhand.	At close of 1899 . . . .	356	364	49'44	
			Added during 1900 . . . .	128	...	...	
			At close of 1900 . . . .	484	270	64'19	
8		North Western	At close of 1899 . . . .	448	1,668	21'17	
			Added during 1900 . . . .	8	...	...	
			At close of 1900 . . . .	456	1,664	21'51	
9		Great Indian Peninsula.	At close of 1899 . . . .	1,036	600	63'33	
			Added during 1900 . . . .	—25	...	...	
			At close of 1900 . . . .	†1,011	600	62'76	
10		Bombay, Baroda and India. Central	At close of 1899 . . . .	502	16	96'91	† The decrease is due to the fittings of 50 ordinary vehicles broken up being put on to 25 bogie vehicles only.
			Added during 1900 . . . .	6	...	...	
			At close of 1900 . . . .	508	26	95'13	
12		Madras	At close of 1899 . . . .	516	254	67'01	
			Added during 1900 . . . .	70	...	...	
			At close of 1900 . . . .	586	218	72'89	
15	3' 3½"	Assam Bengal	At close of 1899 . . . .	166	...	100'00	
			Added during 1900 . . . .	...	...	...	
			At close of 1900 . . . .	166	...	100'00	
22		Southern Maharratta.	At close of 1899 . . . .	547	354	60'11	
			Added during 1900 . . . .	266	...	...	
			At close of 1900 . . . .	763	125	85'92	
		Total for railways enumerated above, at close of 1900 .		5,486	4,259	56'30	

APPENDIX 39.

Appendix 39.  
Accidents.

Accidents and casualties on railways treated as one system during the Calendar years 1899 and 1900.  
(Referred to in paragraph 57 of Report.)

DESCRIPTION.	Accidents reported to Local Governments under section 83 of the Indian Railways Act IX of 1890, i.e., serious accidents.		Other accidents.		Total number of accidents.		NUMBER OF PASSENGERS AND OTHERS.				NUMBER OF SERVANTS.				TOTAL OF ALL CLASSES.			
							Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.
1. Collisions between passenger trains or parts of passenger trains . . . . .	3	3	5	4	8	7	...	...	4	8	...	...	7	2	...	...	11	10
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line . . . . .	34	18	14	30	48	48	3	...	18	9	...	5	11	8	3	5	29	17
3. Collisions between goods trains or parts of goods trains . . . . .	15	11	46	75	61	86	...	...	3	...	10	2	17	12	10	2	20	12
4. Collisions between light engines . . . . .	1	3	18	19	19	22	...	...	...	...	...	2	...	3	...	8	...	3
5. Passenger trains or parts of passenger trains leaving the rails . . . . .	111	37	49	47	160	84	2	...	13	2	...	2	3	6	2	2	16	8
6. Goods trains or parts of goods trains, engines, etc., leaving the rails . . . . .	5	10	187	205	192	215	...	...	...	2	2	2	4	5	2	2	4	7
7. Trains or engines travelling in the wrong direction through points . . . . .	17	17	85	124	102	141	...	...	12	7	...	...	...	3	...	...	12	10
8. Trains running into stations or sidings at too high a speed . . . . .	2	5	14	9	16	14	...	...	...	...	...	...	1	2	...	...	1	2
9. Trains running over cattle on the line . . . . .	10	14	2,380	2,493	2,390	2,507	...	†1	†4	...	...	...	...	...	...	1	4	...
10. Trains running over obstructions on the line . . . . .	15	16	154	155	169	171	¶6	3	§12	¶5	3	...	11	3	9	3	23	8
11. Trains running through gates at level-crossings . . . . .	5	2	48	46	53	48	...	...	...	...	1	...	...	2	1	...	...	2
12. The bursting of boilers of engines . . . . .	...	...	2	7	2	7	...	...	...	...	...	...	...	...	...	...	...	...
12. (a) The bursting of tubes, etc., of engines . . . . .	...	...	275	237	275	237	...	...	...	...	...	...	1	3	...	...	1	3
13. The failure of machinery, springs, etc., of engines . . . . .	3	6	699	719	702	725	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres . . . . .	...	...	30	22	30	22	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels . . . . .	1	...	8	5	9	5	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles . . . . .	18	4	73	71	91	75	...	...	1	1	1	...	7	...	1	...	8	1
17. Ditto of brake apparatus . . . . .	...	1	2	6	2	7	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings . . . . .	...	6	359	453	359	459	...	1	2	¶6	...	...	...	3	...	1	2	9
19. Ditto of tunnels, bridges, viaducts, culverts, etc. . . . .	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails . . . . .	...	1	129	152	129	153	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way . . . . .	32	40	58	164	90	204	...	11	...	49	3	...	...	...	3	11	...	49
22. Slips in cuttings or embankments . . . . .	...	5	38	107	38	112	...	...	...	...	...	...	...	2	...	...	...	2
23. Fire in trains . . . . .	11	2	193	239	204	241	...	...	10	...	...	...	1	1	...	...	11	1
24. Fire at stations, or involving injury to bridges or viaducts . . . . .	5	3	77	76	82	79	...	...	†1	...	...	...	1	...	...	...	2	...
25. Other accidents . . . . .	20	29	635	860	655	889	...	2	‡15	6	...	8	28	29	...	10	43	35
TOTAL . . . . .	308	233	5,579	6,325	5,887	6,558	¶11	‡18	‡95	¶95	20	21	92	84	31	39	187	179

• Of these, four were not passengers.  
† Not a passenger.  
‡ Of these, one was not a passenger.  
§ Of these, six were not passengers.  
¶ Of these, nine were not passengers.  
‡ Of these, eight were not passengers.

# Appendix 40. Railway Servants and Provident Fund.

## APPENDIX 40.

*Numerical Return of Servants of all races employed on each railway (open lines only) and the amounts deposited by them in the Provident Fund at the close of the Calendar year 1900.*

(Referred to in paragraphs 61 and 64 of Report.)

Class : No.		RAILWAY.	NUMBER OF SERVANTS EMPLOYED.								AMOUNTS DEPOSITED IN PROVIDENT FUND.					
			European.		Eurasian.		Natives.		Total.		Number of depositors.		Amount at their credit on 31st December 1900 in rupees.			
Main.	Sub.		1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by railway.	Total to depositors' credit.
1	...	East Indian	1,304	1,399	823	872	59,418	68,440	61,545	70,711	5,656	7,978	†	†	†	1,09,89,941
2	...	Eastern Bengal State	285	273	320	338	19,115	18,097	19,720	18,708	101	3,801	18,208	8,20,642	7,30,825	15,60,675
3	...	Bengal Central	12	12	21	14	1,397	1,482	1,430	1,508	...	455	...	41,278	12,566	53,844
4	...	Bengal-Nágpur	237	240	425	468	14,499	14,902	15,161	15,610	113	2,186	19,152	3,74,290	2,49,423	6,42,865
5	...	East Coast State	96	†	399	†	8,992	†	9,487	†	15	1,275	3,809	1,31,896	1,26,132	2,81,837
6	...	Calcutta Port Commissioners	2	1	12	15	559	618	573	634	...	...	...	...	...	...
7	...	Oudh and Rohilkhand State	180	203	181	216	14,991	15,452	15,352	15,871	93	1,833	24,757	5,09,653	3,92,653	9,27,063
8	...	North Western State	708	754	629	606	46,903	48,332	48,240	49,692	294	6,102	64,869	20,96,621	18,59,648	40,21,138
9	(a) to (e)	Great Indian Peninsula	660	648	630	622	38,733	36,978	40,043	38,248	...	4,584	†	†	†	50,21,719
9	(f) to (j).	Indian Midland	198	235	163	208	9,236	10,054	9,647	10,497	61	1,909	13,565	6,13,745	47,753	6,75,065
10	(a) to (d) and (j) and (k).	Bombay, Baroda and Central India	247	225	291	221	12,049	13,326	12,578	13,772	...	2,282	...	15,87,867	7,68,901	23,56,768
10	(e) to (i)	Rajputana-Malwa	424	409	521	527	21,815	22,563	22,760	23,499	205	3,462	53,264	11,28,247	10,19,643	22,01,154
11	...	Nizam's Guaranteed State	70	86	227	350	4,578	7,748	4,875	8,184	...	988	...	2,59,124	1,95,050	4,54,174
12	...	Madras	171	173	1,014	1,071	13,266	13,801	14,451	15,045	65	3,281	62,909	8,2,929	5,87,775	14,80,613
13	...	Bengal Doonars	3	5	1	3	359	619	363	627	...	52	...	6,487	4,146	10,633
14	...	Dibru-Sadiya	9	9	...	...	941	975	950	984	...	...	...	...	...	...
15	...	Assam-Bengal	43	46	77	90	4,201	3,416	4,321	3,552	...	594	...	29,818	18,310	48,128
16	...	Deoghur	...	...	...	...	56	58	56	58	...	...	...	...	...	...
17	...	Bengal and North-Western	147	136	147	176	14,178	13,448	14,472	13,760	4	1,721	2,272	4,09,789	3,15,689	7,27,759
18	...	Rohilkund and Kumaon	24	25	15	15	2,344	3,197	2,383	3,237	...	318	155	1,10,945	74,555	1,85,500
19	...	Jodhpur-Bikaner	4	7	2	3	1,693	2,323	1,699	2,333	21	191	3,124	25,576	22,371	51,071
20	...	Udaipur-Chitor	2	2	1	...	340	378	343	380	...	30	...	1,960	1,010	2,970
21	...	Bhavnagar-Gondal-Junagadh-Portbandar	21	18	40	34	2,525	2,538	2,586	2,590	127	466	34,010	1,65,213	1,17,241	3,16,464
22	...	Southern Maharashtra	187	193	412	388	13,087	13,482	13,686	14,063	...	3,071	...	6,66,823	2,88,924	9,55,747
24	...	South Indian	96	96	604	604	11,593	11,626	12,293	12,326	12	2,126	4,635	5,54,908	2,96,005	8,55,548
25	...	Burma	113	139	423	440	9,594	10,949	10,130	11,528	5	1,966	4,689	4,19,537	3,11,659	7,35,585
26	...	Morvi	2	2	1	1	597	592	600	595	...	...	...	...	...	...
28	...	Tarakeshwar-Magra	...	4	1	...	204	202	205	203	...	...	...	...	...	...
29	...	Ranaghat-Krishnagar	1	1	1	1	115	136	117	138	...	...	...	...	...	...
30	...	Tezpur-Bálpárá	1	2	1	1	199	180	201	183	...	...	...	...	...	...
32	...	Darjeeling-Himalayan	19	21	10	10	843	815	872	846	...	122	...	94,443	45,418	1,39,861
33	...	Howrah-Amra	3	3	1	1	326	432	330	436	...	...	...	...	...	...
34	...	Howrah-Sheakhalla	1	1	...	...	146	203	147	204	...	...	...	...	...	...
35	...	Jorhát	2	2	...	...	156	153	158	155	4	24	404	5,292	2,907	8,601
TOTAL			5,293	5,367	7,393	7,225	329,089	337,515	341,774	350,177	6,776	50,817	3,09,822	1,09,04,083	74,88,604	3,47,14,174

\* The number under "Voluntary" represents subscribers over 5 per cent, and that under "Compulsory" subscribers of 5 per cent. only.

† Information not furnished.

‡ Represents voluntary deposits of staff transferred from the Oudh and Rohilkhand State railway.

## APPENDIX 41.

Appendix 41.  
Volunteers.

*Number of men enrolled in Railway Volunteer Corps on the 31st December 1900.*

(Referred to in paragraph 62 of Report.)

Classification Number.		Corps.	ENROLLED STRENGTH.					Total number of European and Eurasian employees on railway.	Sergeant Instruc- tors fur- nished by the Army.	REMARKS.
			EFFICIENTS.			Non- efficient.	Total number of volun- teers in corps.			
			Officers.	Non-Com- missioned officers.	Volun- teers.					
Main.	Sub.									
1	...	East Indian . . . . .	62	163	1,843	30	2,098	2,271	17	NOTE.—Non-rail- way employes who have been enrolled as volunteers are in- cluded in the total strength of the corps. The figures will be separately shown next year.
2	...	Eastern Bengal State . . . . .	21	83	496	12	612	611	3	
4	...	Bengal-Nágpur . . . . .	24	137	660	8	829	708	8	
7	...	Oudh and Rohilkhand State—								
	...	Oudh Volunteer Rifles . . . . .	15	54	368	1	438	419	5	
8	...	North Western State—								
		Third Punjab (North Western State railway) Volunteer Rifles . . . . .	54	128	977	7	1,166	1,360	12	
9	(a) to (e)	Great Indian Peninsula . . . . .	27	145	778	1	951	1,270	12	
9	(f) to (j)	Indian Midland—								
		Midland Railway Volunteer Rifles . . . . .	18	52	358	11	439	443	3	
20	(a) to (d) and (f) and (h).	Bombay, Baroda and Central India—								
		First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles . . . . .	17	102	595	7	728	446	7	
20	(e) to (i)	Rajputana-Malwa—								
		Second Battalion, Bombay, Baroda and Central India Railway Volun- teer Rifles . . . . .	30	100	657	20	807	936	10	
21	...	Nizam's Guaranteed State—								
		Hyderabad Volunteer Rifles . . . . .	7	31	209	...	247	436	2	
22	...	Madras . . . . .	32	118	760	33	943	1,244	11	
27	...	Bengal and North-Western—								
	...	Gorakhpur Volunteer Rifles . . . . .	20	40	304	...	364	312	5	
28	...	Rohilkund and Kumaon—								
		Rohilkund Volunteer Rifles . . . . .	1	1	18	...	20	40	1	
21	...	Bhāvnagar-Gondal-Junāgad-Porban- dar—								
		First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company . . . . .	2	8	44	2	56	52	1	
22	...	Southern Mahratta . . . . .	20	87	767	5	879	581	7	
24	...	South Indian . . . . .	19	94	607	16	736	700	7	
25	...	Burma . . . . .	19	55	618	22	714	579	11	
32	...	Darjeeling-Himalayan—								
		Northern Bengal Mounted Rifles, "A" and "B" Troops . . . . .	1	1	9	...	11	31	...	

Appendix 42.  
Police.

## APPENDIX 42.

*Strength and cost of the Police force on each Railway (open lines), and the amount of compensation payments due to thefts for the Calendar year 1900.*

(Referred to in paragraph 63 of Report.)

Class: No.		Railway.	Subordinate officers.	Constables and men.	PORTION OF THE TOTAL ANNUAL COST BORNE BY THE RAILWAY.				Cost of force to the railway per mile open.	Compensation payments due to thefts or losses.	REMARKS.
Main.	Sub.				Supervision.	Constables and men.	Contingencies.	Total cost of force to the railway.			
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	...	East Indian . . . . .	35	1,688	51,252	1,20,573	89,455	2,01,280	95'69	19,987	
2	...	Eastern Bengal State . . . .	56	681	601	38,451	140	39,192	41'01	22,909	
3	...	Bengal Central . . . . .	9	48	4,348	4,183	491	9,022	72'17	...	
4	...	Bengal-Nágpur . . . . .	8	349	9,846	27,887	2,513	40,246	31'38	191	
5	...	East Coast State . . . . .	...	171	...	16,182	380	16,562	20'51	...	
7	...	Oudh and Rohilkhand State . .	2	455	*1,914	30,565	2,063	34,542	30'06	1,049	* Represents the pay of one clerk and one inspector.
8	...	North Western State . . . .	269	2,535	...	1,37,829	929	1,38,758	38'46	1,849	
9	(a) to (e).	Great Indian Peninsula . . .	21	1,048	33,385	1,05,614	14,193	1,53,192	98'14	17,165	
9	(f) to (j).	Indian Midland . . . . .	32	265	20,153	21,135	4,115	45,403	40'81	...	
10	(a) to (d) & (f) & (h).	Bombay, Baroda and Central India.	58	401	12,054	63,250	8,885	84,189	126'79	21,117	
10	(e) to (i).	Rajputana-Malwa . . . . .	138	631	41,259	1,04,966	4,113	1,50,358	73'81	12,242	
11	...	Nizam's Guaranteed State . .	47	318	12,883	35,581	2,505	50,969	69'26	...	
12	...	Madras . . . . .	11	309	14,114	28,196	6,830	49,140	56'40	2,424	
13	...	Bengal-Doonars . . . . .	...	8	...	1,102	47	1,149	11'24	...	
15	...	Assam-Bengal . . . . .	2	149	2,571	11,306	1,345	15,222	34'89	...	
17	...	Bengal and North-Western . .	8	551	5,725	38,067	3,513	47,305	39'96	1,305	
18	...	Rohilkund and Kumaon . . . .	11	130	3,192	8,678	1,431	13,301	46'66	201	
21	...	Bhavnagar-Gondal-Junágad-Portbandar.	25	137	...	...	...	†36,061	79'22	389	† Including Magisterial charges, Rs. 7,226.
22	...	Southern Mahratta . . . . .	13	674	15,255	61,546	7,429	84,230	52'92	4,515	
24	...	South Indian . . . . .	...	207	...	...	...	‡57,760	52'03	1,086	‡ Including cost of Government supervision, Rs. 44,509.
25	...	Burma . . . . .	78	382	9,186	60,920	14,537	84,643	75'31	102	

N.B.—The information for railways not mentioned in this statement is not available this year.

## APPENDIX 43.

Appendix 43.  
Schools.*Railway and Railway aided Schools at the close of the Calendar year 1900.*

(Referred to in paragraph 67 of Report.)

N.B.—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

CLASS : NO.		RAILWAY.	RAILWAY SCHOOLS.										LOCAL AND DISTRICT SCHOOLS.			
			Number of Schools	ATTENDANCE.				ANNUAL CONTRIBUTIONS.				Annual expenditure.	Number of Schools.	AVERAGE DAILY ATTENDANCE.		Annual Railway grant.
				Children.		Apprentices and workmen.		By Government.	By Railway.	By School fees.	Total.			Children	Apprentices and workmen.	
Main.	Sub.		Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.										
1	...	E. I. { European . . . Native . . .	*19 †	759 3,051	579 2,127	44 2,037	38 821	9,798 3,445	25,168 55,764	26,335 19,819	61,301 29,028	67,883 34,688	...	...	...	...
2	...	E. B. S. . . . .	4	187	55	43	35	...	1,085	...	1,085	1,085	18	581	...	4,454
4	...	B. N. { European . . . Native . . .	5 3	92 157	82 131	...	...	985 205	3,300 774	1,561 803	5,846 1,782	4,599 1,500	2	68	...	600
7	...	O. and R. { European . . . Native . . .	2 2	30 ...	25 ...	...	...	452 ...	1,113 342	712 ...	2,277 342	1,565 342	112 ...	133 ...	...	6,000
8	...	N.W. { European . . . Native . . .	2 22	64 91	49 79	21 1,176	14 397	1,538 ...	1,727 5,832	927 183	4,192 6,015	3,871 5,114	††16 1	265 68	...	13,415 1,520
9	(a) to (e).	G. I. P. . . . .	6	250	202	...	...	3,005	14,755	2,510	20,270	16,548	††9	55	55	115,272
9	(f) to (j).	I. M. . . . .	2	52	37	...	...	...	2,100	503	2,603	2,793	...	...	...	...
10	(a) to (d) and (f) and (h).	B., B. & C. I. . . .	3	107	63	...	...	1,929	3,079	1,671	6,679	7,777	22	53	...	4,440
10	(e) to (i).	R. M. . . . .	11	331	284	56	40	1,983	15,327	10,409	27,719	33,437	9	579	...	3,712
12	...	M. . . . .	8	344	306	...	...	4,148	10,348	3,109	17,605	18,606	...	...	...	...
14	...	D. S. . . . .	...	...	...	...	...	...	...	...	...	...	1	†	†	300
17	...	B. & N. W. . . . .	2	46	34	...	...	985	1,680	585	3,250	2,861	2	31	...	324
21	...	B. G. { European . . . J. P. { Native . . .	1 1	11 44	11 44	...	...	246 ...	996 666	413 131	1,655 797	1,405 722	...	...	...	...
22	...	S. M. { European . . . Native . . .	15 1	252 30	204 23	159 ...	52 ...	1,025 ...	6,198 180	1,622 73	8,845 253	8,215 277	...	...	...	...
24	...	S. I. { European . . . Native . . .	4 1	133 40	98 45	...	...	606 51	1,864 249	648 145	3,118 445	3,632 306	...	...	...	...
25	...	B. { European . . . Native . . .	3 2	45 126	42 95	14 26	12 22	600 600	684 1,037	827 985	2,111 2,642	1,600 2,657	13 12	29 30	...	514 531

\* Including the joint railway schools at Aligarh, Moghal Sarai and Ghaziabad.

† Including Rs. 260 received from the North Western State railway for the joint railway school at Ghaziabad, Rs. 325 and Rs. 409 received from the Oudh and Rohilkhand State railway for the joint railway schools at Aligarh and Moghal Sarai, respectively; and Rs. 11,225 and Rs. 216 payable by the North Western and Oudh and Rohilkhand State railways, respectively, on account of the "Oakgrove" school at Mussoorie.

‡ Information not available.

§ Includes Rs. 146 received from the Oudh and Rohilkhand State railway for the joint railway school at Moghal Sarai.

|| Excluding the "Oakgrove" school at Mussoorie and the joint railway schools at Aligarh and Moghal Sarai which receive contributions from the Oudh and Rohilkhand State railway. The particulars regarding these schools are included with the railway schools of the East Indian railway.

\*\* The joint railway school at Moghal Sarai which receives contributions from the Oudh and Rohilkhand State railway is included with the railway schools of the East Indian railway.

†† Excluding the "Oakgrove" school at Mussoorie and the joint railway school at Ghaziabad, which receive contributions from the North Western State railway. The particulars regarding these schools are included with the railway schools of the East Indian railway.

‡‡ Includes particulars for the school at Mount Abu for the first-half only, as those for the second-half are not available.

§§ Information not furnished; the number on the rolls was 307 children and 6 apprentices.

# Appendix 44. Earnings under different heads.

APPEN

Gross earnings under different heads on each

(Referred to in paragraphs

GAUGE.			5' 6"							
Serial No.	CLASS : No.		1		2		3		4	
	Railway.		East Indian.		Eastern Bengal State.		Bengal Central.		Bengal-Nágpur.	
	Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
COACHING.										
1	1st class	Number . . .	35,866	34,622	24,009	20,084	1,154	1,155	4,408	4,164
2		Earnings . . Rs.	3,49,370	3,27,248	91,610	78,892	3,590	3,796	39,235	31,953
3	2nd class	Number . . .	103,689	111,388	62,379	56,689	13,134	12,781	13,488	14,287
4		Earnings . . Rs.	4,25,200	4,70,076	1,05,328	1,03,137	11,624	11,309	39,461	45,052
5	3rd or intermediate class.	Number . . .	843,594	804,952	492,503	488,865	31,425	29,839	22,320	31,545
6		Earnings . . Rs.	7,09,791	7,41,523	2,17,352	2,35,970	17,680	18,220	24,211	29,252
7	4th or lowest class	Number . . .	10,129,678	9,694,054	5,661,521	5,682,432	867,202	826,432	1,882,660	1,720,980
8		Earnings . . Rs.	77,63,500	77,07,660	21,93,860	21,95,097	2,98,637	2,94,517	14,67,974	13,69,270
9	Total passengers	Number . . .	11,082,827	10,645,016	6,240,412	6,248,970	912,915	870,207	1,922,876	1,770,976
10		Earnings . . Rs.	92,47,861	92,46,507	26,08,159	26,13,096	3,31,531	3,27,842	15,70,881	14,75,527
11	Parcels and luggage.	Earnings . . Rs.	8,52,792	9,87,723	2,55,134	3,06,117	23,985	25,434	1,37,486	1,51,257
12	Other coaching traffic.	Earnings . . Rs.	4,97,045	8,04,292	48,726	54,975	3,278	3,557	47,692	43,433
13	Total Coaching traffic.	Earnings . . Rs.	1,05,97,698	1,10,38,522	29,12,019	29,74,198	3,58,794	3,56,833	17,56,259	16,70,217
GOODS.										
14	General merchandise.	Tons . . .	2,339,448	1,518,381	700,004	906,477	64,883	93,645	606,159	292,190
15		Earnings . . Rs.	1,76,04,321	1,20,39,001	33,58,574	61,15,135	1,56,116	3,22,081	56,90,015	22,08,175
16		Average rate per ton per mile, . pies	5'85	6'28	8'59	10'26	6'71	7'23	4'75	5'30
17	Coal for the public and owning railway.	Tons . . .	2,417,358	2,765,443	198,212	195,346	14,956	18,464	448,392	399,011
18		Earnings . . Rs.	77,79,143	90,42,037	2,02,708	190,163	13,841	17,526	4,97,261	4,90,467
19		Average rate per ton per mile, . pies	3'24	3'21	3'58	3'63	3'29	3'22	3'16	3'15
20	Military stores	Tons . . .	4,021	7,079	86	125	124	142	212	408
21		Earnings . . Rs.	1,76,827	2,54,372	583	670	182	253	3,065	13,080
22		Average rate per ton per mile, . pies	19'21	16'73	23'29	26'03	140'24	128'05	17'43	12'44
23	Railway materials for construction.	Tons . . .	152,301	165,358	110,920	42,261	2,653	7,394	13,278	138,471
24		Earnings . . Rs.	1,06,959	1,12,540	1,69,899	59,389	1,912	7,516	16,815	48,514
25		Average rate per ton per mile, . pies	3'70	3'03	2'43	2'45	2'45	2'45	2'45	1'80
26	Total Goods	Tons . . .	5,159,853	4,755,011	1,050,328	1,189,266	83,241	122,550	1,070,873	898,256
27		Earnings † . . Rs.	2,60,34,838	2,18,67,792	38,33,073	64,94,206	1,72,971	3,53,113	62,73,333	28,88,579
28		Average rate per ton per mile . pies	4'69	4'47	7'07	9'27	6'10	6'47	4'60	4'56
SUNDRIES.										
29	Electric telegraph	Earnings . . Rs.	52,743	42,843	17,750	16,810	1,112	1,193	15,570	10,213
30	Steam boat and sundries.	Earnings . . Rs.	4,97,930	5,15,226	6,36,464	6,09,357	74,045	14,458	1,10,379	2,41,673
TOTAL.										
31	Grand Total Earnings	. . Rs.	3,71,83,209	3,34,64,383	73,99,306	1,00,94,561	6,07,822	7,25,597	81,64,541	48,10,682
32	Total Working Expenses .	. . Rs.	1,20,59,644	1,25,09,210	39,37,313	40,94,290	3,56,070	4,26,550	27,54,307	25,07,866
33	Net Earnings	. . . Rs.	2,51,23,565	2,09,55,173	34,61,993	60,00,271	2,51,752	2,98,947	54,10,234	23,02,816

\* Including revenue stores but excluding live stock.

† Including all other items not detailed above.



DIX 44.

Appendix 44.  
Earnings under different heads.

railway (by systems) during each half-year of 1900.

20 and 24 of Report.)

5' 6".

5		6		7		8		9				Serial No.
East Coast State.		Calcutta Port Commissioners' ‡.		Oudh and Rohilkhand State. §		North Western State		Great Indian Peninsula system.				
								G. I. P. (a) to (e)		Indian Midland. (f) to (j).		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
3,548	3,617	...	...	12,844	12,703	25,924	22,269	56,082	49,443	6,917	4,975	1
33,508	40,401	...	...	77,039	65,759	1,88,439	1,75,713	2,68,693	2,62,180	60,365	58,088	2
15,334	14,330	...	...	36,364	40,599	86,697	83,783	521,734	386,618	19,028	18,591	3
35,213	38,557	...	...	98,266	1,03,377	2,22,915	2,34,019	3,96,992	3,81,142	80,266	75,067	4
6,440	9,066	...	...	185,337	197,039	405,995	510,599	205,083	260,243	153,253	139,165	5
14,409	19,589	...	...	1,48,975	1,54,808	4,31,520	5,07,450	3,65,207	4,07,763	2,03,619	1,73,626	6
2,374,806	2,032,184	...	...	3,183,240	3,176,686	8,710,632	8,343,789	8,508,527	7,703,123	991,095	893,798	7
11,68,057	10,56,157	...	...	18,11,547	17,32,344	51,36,788	49,14,286	22,88,567	23,90,237	7,94,929	7,09,545	8
2,400,128	2,059,197	...	...	3,417,785	3,427,027	9,229,248	8,960,446	9,291,426	8,399,427	1,170,293	1,056,529	9
12,51,187	11,54,707	...	...	21,35,827	20,56,288	59,79,882	58,31,468	33,19,461	34,41,322	11,39,179	10,16,266	10
75,685	69,688	...	...	1,49,208	1,70,863	4,39,847	6,84,115	8,25,045	7,26,226	1,96,914	1,32,964	11
26,942	35,494	...	...	89,908	95,272	2,64,317	2,70,347	2,61,731	2,28,198	1,02,226	85,138	12
13,53,814	12,59,889	...	...	24,22,772	23,85,702	66,84,046	67,85,930	44,06,237	43,95,746	14,38,319	12,34,368	13
418,976	343,080	...	...	676,253	441,382	1,543,776	1,159,033	1,416,700	905,490	540,607	331,585	14
12,40,294	11,45,850	...	...	20,75,765	19,31,324	93,95,214	79,70,805	1,32,86,602	99,77,959	49,13,266	28,58,843	15
4'22	4'20	...	...	6'10	6'25	5'38	6'14	7'21	7'94	11'6'76	11'6'38	16
86,373	124,812	...	...	49,129	52,632	109,588	100,479	221,585	181,204	49,909	48,568	17
2,31,368	3,61,645	...	...	1,64,394	1,86,982	2,52,423	2,58,113	5,80,103	4,55,411	1,79,958	1,52,440	18
3'00	3'09	...	...	2'77	2'81	2'52	2'55	2'28	2'42	2'47	2'51	19
152	130	...	...	1,499	2,300	11,703	10,425	3,722	3,470	414	190	20
7,135	3,425	...	...	18,960	37,486	2,09,936	2,50,248	99,055	83,617	7,755	2,897	21
19'60	17'55	...	...	15'58	14'50	15'95	16'19	20'30	22'59	15'19	19'82	22
80,557	80,631	...	...	65,222	50,670	162,731	130,510	27,179	17,284	6,456	11,053	23
62,747	66,316	...	...	39,353	26,413	1,14,282	92,116	39,702	17,154	16,158	16,664	24
2'41	2'42	...	...	2'78	3'14	2'48	2'62	2'00	2'00	2'47	2'52	25
611,920	590,714	...	...	1,048,431	733,095	2,452,678	2,073,749	1,797,819	1,189,446	613,104	597,495	26
15,84,998	16,22,968	2,18,428	2,19,682	32,99,806	22,74,234	1,05,01,562	90,95,503	1,44,01,619	1,08,57,764	51,70,291	32,89,209	27
3'85	3'75	...	...	5'63	5'61	5'25	5'60	6'50	7'15	11'6'36	11'6'10	28
8,059	7,360	...	...	16,380	13,083	48,063	50,689	37,107	34,512	15,531	11,450	29
1,47,772	63,237	52,962	41,814	6,39,829	6,24,811	4,98,241	4,22,918	3,35,380	1,60,922	71,698	85,996	30
20,94,643	29,53,454	2,71,460	2,61,496	63,77,787	52,97,830	1,77,31,912	1,63,55,040	1,91,80,343	1,54,48,944	66,95,839	46,21,023	31
17,35,109	16,58,193	1,87,442	1,72,217	31,59,680	28,43,968	97,81,254	58,91,465	93,79,184	87,99,349	26,59,233	27,04,686	32
13,59,534	12,95,261	84,018	89,279	32,18,107	24,53,862	79,50,639	64,63,575	98,01,159	66,49,595	40,36,606	19,16,337	33

† Open only for goods traffic, details of which are not furnished. § Details exclude Hardwar-Dehra railway for which information is not available.  
‡ Excluding Gwalior Light railway.

P. T. O.

Appendix 44.  
Earnings under different heads.

APPEN

Gross earnings under different heads on each

(Referred to in paragraphs

Serial No.	GAUGE.		5' 6"					
	CLASS : No.		10				11	
	Railway.		Bombay, Baroda and Central India system.				Nizam's Guaranteed State.	
	Particulars.		B. B. and C. I. (a) to (d) and (f) and (h)		Rajputana-Malwa. (e) to (i).			
			1st half.	2nd half.	1st half	2nd half	1st half.	2nd half.
COACHING.								
1	1st class . . . . .	Number . . . . .	82,117	66,707	10,337	10,484	4,151	4,729
2		Earnings . . . . . Rs.	85,296	68,639	69,744	52,431	28,330	29,715
3	2nd class . . . . .	Number . . . . .	773,073	657,793	36,064	39,360	21,432	27,701
4		Earnings . . . . . Rs.	2,68,433	2,41,907	97,942	1,05,201	41,481	62,120
5	3rd or Intermediate class . . . . .	Number . . . . .	197,030	207,374	1,29,257	146,102	124,558	121,580
6		Earnings . . . . . Rs.	3,23,863	3,53,029	1,37,911	1,53,618	57,886	54,390
7	4th or lowest class . . . . .	Number . . . . .	8,237,518	7,627,970	5,297,388	5,447,960	702,478	886,685
8		Earnings . . . . . Rs.	17,62,705	17,24,432	26,16,778	26,40,135	3,57,037	4,69,680
9	Totals passengers . . . . .	Number . . . . .	9,287,738	8,559,844	5,473,046	5,639,906	852,919	1,040,695
10		Earnings . . . . . Rs.	24,40,297	23,88,007	29,22,375	29,51,385	4,86,734	6,15,905
11	Parcels and luggage . . . . .	Earnings . . . . . Rs.	3,26,426	3,16,900	2,95,960	3,00,174	57,042	61,875
12	Other coaching traffic . . . . .	Earnings . . . . . Rs.	44,625	46,255	80,050	1,04,422	32,939	15,821
13	Total Coaching traffic . . . . .	Earnings . . . . . Rs.	28,11,348	27,51,162	33,07,385	33,55,988	5,76,715	6,93,601
GOODS.								
14	General merchandise . . . . .	Tons . . . . .	1,235,318	646,670	1,548,504	936,507	245,100	205,458
15		Earnings . . . . . Rs.	73,80,593	45,51,363	1,31,73,853	83,46,273	17,68,972	14,07,466
16		Average rate per ton per mile, pies	8'14	8'28	6'68	6'59	7'97	9'01
17	Coal for the public and owning railway . . . . .	Tons . . . . .	96,684	111,755	81,751	111,249	235,152	239,161
18		Earnings . . . . . Rs.	3,09,821	319,692	2,69,866	2,64,560	8,10,005	7,46,453
19		Average rate per ton per mile, pies	2'74	2'80	2'87	2'93	3'53	3'75
20	Military stores . . . . .	Tons . . . . .	711	229	3,740	2,363	410	365
21		Earnings . . . . . Rs.	12,096	7,088	43,493	27,951	8,132	8,034
22		Average rate per ton per mile, pies	18'78	21'36	18'71	15'31	23'72	24'70
23	Railway materials for construction . . . . .	Tons . . . . .	46,134	118,545	3,693	15,014	94,596	143,402
24		Earnings . . . . . Rs.	42,172	67,893	15,944	34,163	73,977	46,337
25		Average rate per ton per mile, pies	2'78	3'69	2'80	3'01	3'73	5'46
26		Tons * . . . . .	1,470,834	932,129	1,686,393	1,128,516	601,102	711,038
27	Total Goods . . . . .	Earnings † . . . . . Rs.	80,05,899	52,04,680	1,37,65,475	90,40,067	26,80,283	22,51,766
28		Average rate per ton per mile, pies	7'38	7'28	6'62	6'27	5'70	6'05
SUNDRIES.								
29	Electric telegraph . . . . .	Earnings . . . . . Rs.	31,457	23,410	43,866	37,761	10,213	12,381
30	Steam boat and sundries . . . . .	Earnings . . . . . Rs.	—1,07,039	1,71,051	2,21,861	1,43,970	48,366	58,200
TOTAL.								
31	Grand total Earnings . . . . .	Rs.	1,07,41,665	81,50,303	1,73,38,587	1,25,77,786	33,15,577	30,15,948
32	Total working expenses . . . . .	Rs.	56,55,280	44,04,060	68,21,380	66,61,749	15,50,678	12,79,047
33	Net earnings . . . . .	Rs.	50,86,385	37,46,243	1,05,17,207	59,16,037	17,64,899	17,36,901

\* Including revenue stores but excluding live stock. † Including all other items not detailed above.

DIX 44.—continued.

Appendix 44.  
Earnings under different heads.

railway (by systems) during each half-year of 1900.

20 and 24 of Report.)

3 31"												Serial No.
12		13		14		15		16		17		
Madras.		Bengal-Doonars.		Dibru-Sadiya.		Assam-Bengal.		Deoghur. ‡		Bengal and North-Western.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
14,123	13,211	273	371	1,901	1,874	1,867	2,063	1,050		8,825	8,332	1
1,24,097	1,04,693	903	1,273	4,936	4,596	9,558	10,326	525		24,109	22,301	2
70,793	66,018	759	708	1,522	1,411	4,777	4,453	...		12,940	15,778	3
1,65,101	1,42,916	1,293	1,144	2,039	1,815	9,573	9,537	...		20,002	22,241	4
...	...	679	843	...	...	...	1,150	...		36,682	43,000	5
...	...	435	430	...	...	...	1,167	...		25,618	29,025	6
4,593,617	4,417,166	85,321	132,553	143,276	126,003	800,224	732,308	230,963		3,969,005	3,970,391	7
15,52,650	15,27,796	22,021	30,229	63,959	51,214	4,52,388	4,14,465	30,397		14,23,871	13,78,068	8
4,678,533	4,496,395	87,032	134,475	146,699	132,238	806,868	739,974	232,013		4,027,452	4,037,504	9
18,41,848	17,69,405	24,652	33,076	70,934	57,625	4,71,919	4,35,495	30,922		14,93,600	14,51,635	10
2,87,610	2,38,108	4,053	4,043	6,303	5,757	22,708	19,190	...		64,786	53,202	11
80,674	68,920	621	909	5,853	5,001	14,472	14,478	...		37,875	30,968	12
22,10,132	20,76,438	29,329	38,028	83,090	68,353	5,09,099	4,69,163	30,922		15,96,262	15,35,805	13
448,435	456,858	16,899	30,237	36,808	39,886	53,144	63,168	11,839		613,803	330,873	14
29,59,463	29,34,634	64,733	1,62,355	1,69,472	1,88,661	2,09,040	2,68,535	3,837		23,73,432	12,37,460	15
9'42	9'78	48'95	51'82	131'57	135'32	8'88	8'46	...		6'14	6'32	16
150,249	234,033	3,950	2,344	217,355	194,914	12,812	13,661	...		73,999	31,946	17
3,09,097	4,86,051	6,335	6,737	2,16,615	1,90,744	20,621	24,610	...		1,20,623	46,091	18
4'61	4'61	29'64	26'05	15'59	15'50	2'89	3'09	...		3'07	2'71	19
1,013	927	...	13	...	...	18	126	...		1	...	20
30,471	26,452	...	35	...	...	304	687	...		14	...	21
28'31	23'76	...	18'46	...	...	21'79	24'25	...		25'51	...	22
1,588	5,749	5,408	3,446	...	...	113,948	124,037	...		30,562	56,928	23
10,854	21,507	3,741	2,098	...	...	78,079	61,864	...		35,132	55,524	24
5'85	5'11	4'60	4'18	...	...	1'63	1'52	...		2'22	2'81	25
716,332	792,919	26,436	36,572	256,696	236,909	180,814	203,136	11,839		767,164	480,020	26
34,41,476	35,47,192	75,184	1,73,738	3,89,502	3,80,773	3,12,595	3,59,718	3,837		26,04,400	14,02,215	27
8'54	8'40	31'05	44'12	19'13	19'68	3'97	4'43	...		5'71	5'52	28
7,909	6,982	277	245	6,016	5,481	6,716	6,568	...		18,828	11,906	29
1,18,625	1,06,505	20,148	11,971	18,127	15,199	21,934	24,161	141		4,79,985	3,97,607	30
57,78,142	57,37,112	1,24,938	2,23,982	4,96,735	4,69,836	8,50,344	8,59,610	34,900		46,99,474	33,47,533	31
30,07,692	29,69,003	77,331	77,648	2,56,315	2,29,894	6,27,048	7,18,543	27,524		20,10,831	19,46,892	32
27,70,450	27,68,104	47,607	1,46,334	2,40,420	2,39,942	2,23,296	1,41,067	7,376		26,88,643	14,00,641	33

‡ Excluding Lado and Tikah-Margherita colliery. § Yearly figures are shown.

P. T. O.

# Appendix 44.

## Earnings under different heads.

APPEN

Gross earnings under different heads on each

(Referred to in paragraphs

Serial No.	GAUGE.		3' 3½"					
	CLASS : No.		18		19		20	
	Railway.		Rohilkund and Kumaon.		Jodhpur and Bikaner.		Udaipur-Chitor.	
	Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
COACHING.								
1	1st class . . . . .	Number . . . . .	2,235	2,366	536	443	256	186
2		Earnings . . . . . Rs.	14,650	16,995	4,330	2,831	1,417	1,391
3	2nd class . . . . .	Number . . . . .	8,048	7,865	3,552	3,580	465	624
4		Earnings . . . . . Rs.	28,635	27,695	7,442	7,408	1,181	1,759
5	3rd or Intermediate class . . . . .	Number . . . . .	5,938	5,520	...	...	998	1,398
6		Earnings . . . . . Rs.	4,934	4,754	...	...	763	1,179
7	4th or lowest class . . . . .	Number . . . . .	627,120	558,917	402,219	376,242	87,566	78,293
8		Earnings . . . . . Rs.	2,43,588	2,15,603	2,28,141	2,06,200	38,261	36,051
9	Total passengers . . . . .	Number . . . . .	643,336	574,668	406,307	380,265	89,285	80,506
10		Earnings . . . . . Rs.	2,91,807	2,65,047	2,39,913	2,16,439	41,622	40,380
11	Parcels and luggage . . . . .	Earnings . . . . . Rs.	24,674	24,688	21,076	20,415	2,493	2,385
12	Other coaching traffic . . . . .	Earnings . . . . . Rs.	16,358	16,214	6,614	10,250	1,486	1,175
13	Total Coaching traffic . . . . .	Earnings . . . . . Rs.	3,32,839	3,05,949	2,67,603	2,47,104	45,601	44,140
GOODS.								
14	General merchandise . . . . .	Tons . . . . .	192,201	123,900	177,091	106,476	33,747	20,212
15		Earnings . . . . . Rs.	4,91,418	3,15,877	7,86,758	3,67,438	1,47,618	67,809
16		Average rate per ton per mile, pies	7'05	6'61	9'51	6'48	16'70	12'30
17	Coal for the public and owning railway. . . . .	Tons . . . . .	229	334	7,852	12,326	65	290
18		Earnings . . . . . Rs.	273	495	14,486	22,199	103	492
19		Average rate per ton per mile, pies	3'86	3'15	4'60	3'81	5'68	4'67
20	Military stores . . . . .	Tons . . . . .	159	34	9	13	3	5
21		Earnings . . . . . Rs.	1,366	288	127	149	30	66
22		Average rate per ton per mile, pies	24'13	21'06	30'56	30'11	33'28	32'94
23	Railway materials for construction. . . . .	Tons . . . . .	4,117	1,848	47,558	31,995	288	152
24		Earnings . . . . . Rs.	2,192	2,198	35,299	19,486	342	143
25		Average rate per ton per mile, pies	2'45	2'45	2'30	2'35	2'72	2'72
26	Total Goods . . . . .	Tons * . . . . .	215,572	138,710	234,007	151,824	34,140	20,981
27		Earnings † . . . . . Rs.	5,16,918	3,32,719	8,47,700	4,06,172	1,51,178	74,675
28		Average rate per ton per mile, pies	6'84	6'34	8'30	5'83	16'81	12'24
SUNDRIES.								
29	Electric telegraph . . . . .	Earnings . . . . . Rs.	4,896	3,346	21,281	19,655	963	740
30	Steam boat and sundries . . . . .	Earnings . . . . . Rs.	86,358	1,07,808	1,287	1,336	299	332
TOTAL.								
31	Grand total earnings . . . . .	Rs.	9,41,551	7,49,822	11,37,871	6,84,267	1,98,041	1,19,887
32	Total working expenses . . . . .	Rs.	4,32,298	3,82,371	3,98,808	4,10,333	70,433	61,793
33	Net earnings . . . . .	Rs.	5,09,253	3,67,451	7,39,063	2,73,934	1,27,608	58,094

\* Including revenue stores but excluding live stock.

† Including all other items not detailed above

railway (by systems) during each half-year of 1900.

20 and 24 of Report.)

3' 31"						2' 6"				Serial No.
21		22		24		25		26		
Bhavnagar-Gondal-Junagad-Porbándar		Southern Mahratta.		South Indian. ‡		Burma.		Morvi.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
3,485	3,237	9,326	7,652	12,313	14,233	13,831	14,459	708	859	1
9,478	8,252	51,323	42,298	42,957	40,464	57,578	57,476	2,956	3,981	2
24,863	24,421	41,048	27,314	52,504	49,337	113,994	101,885	4,181	4,509	3
30,205	28,593	89,667	62,462	80,001	73,690	1,20,515	1,17,027	8,824	9,882	4
23,850	18,795	...	...	...	...	...	...	...	...	5
21,155	17,889	...	...	...	...	...	...	...	...	6
8,96,429	8,41,526	2,631,932	2,673,098	6,727,542	6,302,345	5,499,996	5,101,646	147,024	135,878	7
4,23,769	3,88,478	11,54,571	9 11,15,493	23,34,051	21,82,209	24,96,024	20,23,687	94,535	96,173	8
9,48,627	8,87,979	2,682,306	2,708,064	6,792,359	6,365,915	5,627,821	5,217,990	151,913	141,246	9
4,84,607	4,43,212	12,95,561	12,20,253	24,57,009	22,96,363	26,74,117	21,98,190	1,06,315	1,10,036	10
28,238	21,906	1,38,442	1,23,754	98,564	89,455	74,701	80,132	7,233	7,805	11
17,612	20,203	61,681	63,601	46,333	50,169	51,096	53,959	4,757	5,979	12
5,30,457	4,85,321	14,95,684	14,07,608	26,01,906	24,35,987	27,99,914	23,32,281	1,18,305	1,23,820	13
2,23,074	114,351	466,067	375,230	391,801	428,307	551,209	435,146	29,028	18,675	14
8,43,282	4,03,835	29,73,930	21,67,376	18,03,654	19,57,514	28,50,887	23,13,742	1,01,051	61,368	15
12'24	12'13	6'69	7'43	9'37	9'55	7'84	8'01	10'90	9'90	16
5,639	8,261	21,850	29,865	16,535	23,021	27,124	34,899	679	268	17
9,820	13,328	1,07,620	1,68,127	20,405	26,246	54,769	52,143	2,290	626	18
5'04	4'14	2'86	2'83	3'68	2'92	2'70	2'88	9'69	7'45	19
1	3	722	517	91	118	432	307	24	10	20
9	5	7,676	5,619	1,426	4,193	10,936	7,974	205	103	21
29'49	27'79	21'78	17'54	22'58	23'09	16'26	16'97	22'22	26'60	22
302	312	6,823	2,355	119,101	62,012	62,910	65,723	179	32	23
356	478	7,531	4,167	18,683	10,266	81,531	79,963	227	43	24
5'82	4'26	2'12	2'79	2'28	2'48	2'22	2'30	9'71	11'26	25
2,30,543	126,080	531,011	464,094	865,399	792,635	670,654	584,457	30,064	19,149	26
8,60,607	4,24,424	31,63,387	24,25,348	18,97,640	20,51,065	31,20,408	25,77,948	1,07,883	65,812	27
12'09	11'18	6'26	6'35	8'53	8'80	7'11	6'97	11'24	10'15	28
9,995	8,466	16,005	13,195	12,805	12,303	13,252	12,809	3,726	3,081	29
21,374	22,457	91,168	76,121	70,432	66,731	51,515	1,10,820	363	318	30
14,22,433	9,40,668	47,66,244	39,22,272	45,82,783	45,66,086	59,96,089	50,33,858	2,30,277	1,93,031	31
6,16,913	5,70,678	28,19,168	28,09,361	22,94,530	23,49,586	30,24,593	31,10,531	1,27,056	1,37,458	32
8,05,520	3,60,090	10,47,076	11,12,911	22,88,253	22,16,500	29,71,496	19,23,327	1,03,221	55,573	33

‡ Excluding Pondicherry railway for which information is not available.

**Appendix 44.**  
Earnings under different heads.

APPEN

Gross earnings under different heads on each

(Referred to in paragraphs

Serial No.	GAUGE.		2' 6"					
	CLASS: No.		27		28		29	
	Railway.		Barsi.		Tarakeshwar-Magra.		Ranaghat-Krishnagar.	
	Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
COACHING.								
1	1st class . . . . .	Number . . . . .	...	...	...	...	...	302
2		Earnings . . . . . Rs.	...	...	...	...	...	356
3	2nd class . . . . .	Number . . . . .	400	303	...	...	...	...
4		Earnings . . . . . Rs.	922	802	...	...	...	...
5	3rd or Intermediate class . . . . .	Number . . . . .	...	...	...	...	...	11,659
6		Earnings . . . . . Rs.	...	...	...	...	...	4,146
7	4th or Lowest class . . . . .	Number . . . . .	32,833	31,705	193,927	199,220	121,654	104,549
8		Earnings . . . . . Rs.	10,620	10,232	32,616	34,055	32,694	27,473
9	Total passengers . . . . .	Number . . . . .	33,233	32,008	193,927	199,220	121,654	116,510
10		Earnings . . . . . Rs.	11,542	11,034	32,616	34,055	32,694	31,975
11	Parcels and luggage . . . . .	Earnings . . . . . Rs.	869	823	...	...	...	...
12	Other coaching traffic . . . . .	Earnings . . . . . Rs.	45	40	...	...	650	1,535
13	Total Coaching traffic . . . . .	Earnings . . . . . Rs.	12,456	11,897	32,616	34,055	33,344	33,510
GOODS.								
14	General merchandise . . . . .	Tons . . . . .	27,257	13,540	...	...	...	...
15		Earnings . . . . . Rs.	65,601	31,139	...	...	...	...
16		Average rate per ton per mile, pica	21'01	20'14	...	...	...	...
17	Coal for the public and owning railway. . . . .	Tons . . . . .	...	...	...	...	...	...
18		Earnings . . . . . Rs.	...	...	...	...	...	...
19		Average rate per ton per mile, pica	...	...	...	...	...	...
20	Military stores . . . . .	Tons . . . . .	4	1	...	...	...	...
21		Earnings . . . . . Rs.	17	3	...	...	...	...
22		Average rate per ton per mile, pica	34'75	30'32	...	...	...	...
23	Railway materials for construction. . . . .	Tons . . . . .	...	...	...	...	...	...
24		Earnings . . . . . Rs.	...	...	...	...	...	...
25		Average rate per ton per mile, pica	...	...	...	...	...	...
26	Total Goods . . . . .	Tons* . . . . .	27,261	13,541	4,250	4,766	...	...
27		Earnings† . . . . . Rs.	65,947	30,924	4,130	5,003	1,156	563
28		Average rate per ton per mile, pica	21'01	20'14	...	...	...	...
SUNDRIES.								
29	Electric telegraph . . . . .	Earnings . . . . . Rs.	184	147	170	141	...	...
30	Steam boat and sundries . . . . .	Earnings . . . . . Rs.	1,589	1,296	285	194	535	194
TOTAL.								
31	Grand total earnings . . . . .	Rs.	80,176	44,264	37,301	39,393	35,035	34,567
32	Total working expenses . . . . .	Rs.	43,800	38,200	27,166	28,468	26,390	23,470
33	Net earnings . . . . .	Rs.	36,376	6,064	10,035	10,925	8,645	10,797

\* including revenue stores but excluding live stock. † Including all other items not

DIX 44—concluded.

Appendix 44.  
Earnings under different heads.

railway (by systems) during each half-year of 1900.

20 and 24 of Report).

1' 6"				2' 0"								Serial No.
30		31		32		33		34		35		
Tezpur-Bálipara.		Cherra-Companyganj.		Darjeeling-Himalayan.		Howrah-Amta.		Howrah-Sheakhalla.		Jorhat.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	...	...	2,501	2,198	207	212	223	170	...	...	1
...	...	...	...	29,363	26,837	272	243	233	193	...	...	2
...	...	...	...	5,588	5,223	...	...	...	...	...	...	3
...	...	...	...	32,525	31,195	...	...	...	...	...	...	4
...	...	...	...	...	...	15,017	12,991	6,058	6,110	...	...	5
...	...	...	...	...	...	6,084	5,084	1,886	1,885	...	...	6
73,632	71,244	...	...	25,142	23,930	390,586	353,427	144,229	142,135	32,397	27,965	7
19,925	19,022	...	...	51,200	48,871	1,20,900	1,06,676	33,300	32,497	6,664	5,607	8
73,632	71,244	...	...	33,231	31,351	405,810	366,630	150,510	148,415	32,397	27,965	9
19,925	19,022	...	...	1,13,388	1,06,903	1,27,256	1,12,008	35,419	34,575	6,664	5,607	10
...	...	...	...	28,549	32,565	...	...	...	...	...	...	11
...	...	...	...	7,266	8,812	680	666	336	310	...	...	12
19,925	19,022	...	...	1,49,202	1,48,280	1,27,936	1,12,674	35,755	34,885	6,664	5,607	13
...	...	...	...	18,617	12,969	...	...	...	...	...	...	14
...	...	...	...	2,48,214	2,04,632	...	...	...	...	...	...	15
...	...	...	...	57'94	68'67	...	...	...	...	...	...	16
...	...	...	...	3,171	1,982	...	...	...	...	...	...	17
...	...	...	...	20,039	12,577	...	...	...	...	...	...	18
...	...	...	...	37'31	39'52	...	...	...	...	...	...	19
...	...	...	...	51	50	...	...	...	...	...	...	20
...	...	...	...	1,362	1,611	...	...	...	...	...	...	21
...	...	...	...	113'65	127'55	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	...	...	...	25
3,084	5,936	4,808	...	22,800	15,239	...	...	...	...	7,383	8,137	26
16,692	33,438	4,232	619	2,75,498	2,25,566	7,602	7,516	1,694	3,552	32,216	40,968	27
...	...	...	...	55'94	67'57	...	...	...	...	57'69	73'98	28
1,112	783	...	...	1,848	1,306	...	...	...	...	242	184	29
2,118	2,891	...	...	3,261	3,997	273	417	72	61	616	208	30
39,847	56,134	4,232	619	4,29,809	3,79,349	1,35,811	1,20,607	37,521	38,498	39,728	46,967	31
32,624	37,560	22,779	7,293	2,42,841	2,04,478	70,297	63,017	25,704	23,491	53,372	48,987	32
7,223	18,574	—18,547	—6,674	1,86,968	1,74,871	65,514	57,490	11,817	15,007	—13,644	—2,020	33

detailed above. ‡ Closed to traffic from 25th March 1900 and since abandoned.

Appendix 45.  
Expenses under different heads.

APPEN

Working expenses under different heads of each railway

(Referred to in paragraph

GAUGE.			5' 6"								
No.	CLASSIFICATION NUMBER.		1		2		3		4		
	Railway.	Particulars.	East Indian.		Eastern Bengal State.		Bengal Central.		Bengal-Nagpur.		
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
Engineering.	1	General Superintendence . . . . . Rs.	3,69,053	3,88,203	1,42,227	1,52,201	11,758	13,181	1,23,941	1,43,814	
	2	Maintenance of Permanent-way. { Wages . . . . .	4,62,357	5,08,121	2,24,788	2,35,635	19,785	20,928	1,99,598	2,03,368	
		{ Materials . . . . .	10,63,247	13,86,711	4,31,655	2,74,246	45,647	46,136	1,15,738	66,082	
	3	Repairs of bridges, etc. . . . .	2,23,788	2,47,475	93,541	1,07,971	3,428	3,163	49,526	49,937	
	4	Conservancy of rivers . . . . .	...	...	20	...	33	432	...	...	
	5	Repairs of stations and buildings . . . . .	4,70,123	6,50,809	1,88,420	1,32,517	7,806	10,921	1,17,161	66,541	
Locomotive.	6	TOTAL* . . . . .	29,10,752	34,73,045	11,55,121	19,80,514	89,768	99,770	6,25,515	5,94,395	
	7	General Superintendence . . . . .	2,80,049	2,84,327	71,907	75,724	6,756	6,735	79,338	86,300	
	8	Wages of drivers and firemen, fuelling, cleaning engines, etc. . . . .	10,29,571	10,40,859	1,91,919	1,98,898	13,059	15,467	2,40,735	1,93,522	
	9	Fuel . . . . .	4,71,176	4,41,268	2,43,476	3,12,511	25,433	35,489	2,06,833	1,48,481	
	10	Water . . . . .	49,143	48,403	16,899	19,225	1,544	2,001	23,789	20,126	
	11	Oil, tallow and other stores . . . . .	1,54,871	1,87,683	30,653	33,303	3,545	4,562	39,165	24,840	
	12	Maintenance and renewal of { Loco. engines . . . . .	10,95,261	10,35,598	2,02,234	1,60,737	16,301	7,674	1,35,704	1,25,110	
		{ Machinery . . . . .	89,125	1,09,026	28,716	33,800	1,459	467	10,314	7,897	
	13	TOTAL* . . . . .	37,11,454	36,40,822	18,65,707	19,19,110	70,369	76,477	9,08,453	7,51,824	
	Carriage and Wagon.	14	General Superintendence . . . . .	65,853	74,048	37,791	39,674	3,313	3,322	16,280	18,232
		15	{ Coaching vehicles . . . . .	2,67,258	2,68,253	1,22,048	1,04,052	1,678	11,020	30,147	30,059
			{ Goods . . . . .	6,21,066	6,38,222	1,22,182	2,10,958	2,479	3,029	79,854	70,932
			{ Machinery . . . . .	36,121	1,729	4,921	7,104	344	206	2,111	2,897
16		Cleaning and oiling . . . . .	78,030	73,866	37,396	39,994	2,489	5,585	50,835	53,973	
Traffic.	17	TOTAL* . . . . .	10,78,680	10,61,657	13,31,698	11,10,193	5,349	23,189	1,81,017	1,76,511	
	18	General Superintendence . . . . .	2,71,728	2,79,400	1,18,302	1,21,530	10,120	11,082	77,641	82,679	
	19	Station staff . . . . .	11,62,308	11,02,786	4,50,083	5,90,568	36,084	42,277	1,94,168	1,73,277	
	20	Train staff . . . . .	4,80,330	4,88,291	95,127	92,379	7,485	7,447	66,340	57,124	
	21	Fuel, lighting and general stores . . . . .	2,21,609	2,37,731	77,903	82,190	6,857	8,391	49,912	49,561	
	22	Clothing . . . . .	28,256	23,691	6,444	7,254	585	110	628	7,583	
	23	Printing stationery and tickets . . . . .	82,242	84,110	35,060	35,777	8,178	6,134	24,664	34,391	
	24	Charges for delivery and collection of goods . . . . .	4,551	4,615	10,405	2,034	...	...	1,023	2,149	
	25	TOTAL* . . . . .	23,02,702	22,58,655	18,15,054	19,60,299	72,405	78,114	4,52,412	4,40,569	
General.	26	Home expenditure or General administration . . . . .	1,81,171	1,90,171	26,690	...	19,309	19,138	1,00,429	94,628	
	27	Agent's Office . . . . .	53,345	92,552	45,047	42,322	13,028	12,793	36,764	42,306	
	28	Audit, accounts and pay office . . . . .	2,22,882	2,30,783	93,132	93,312	15,710	15,990	80,197	81,539	
	29	Stores Department . . . . .	75,354	83,431	11,767	7,142	1,436	1,849	18,081	19,341	
	30	Medical Department . . . . .	62,919	66,843	24,164	24,639	1,249	1,247	22,419	18,987	
	31	Rents and Miscellaneous . . . . .	96,754	97,745	26,745	35,657	8,852	7,795	30,203	23,429	
	32	Police . . . . .	1,02,618	98,661	18,866	20,326	4,152	4,870	18,382	21,864	
	33	Advertising . . . . .	3,351	7,288	2,543	7,117	717	1,106	2,457	2,163	
	34	Electric telegraph . . . . .	2,63,049	2,84,895	1,12,477	1,14,652	9,414	9,693	91,820	1,01,348	
	35	TOTAL* . . . . .	10,66,943	11,52,918	13,63,844	13,46,364	73,870	74,486	4,00,794	4,03,430	
Miscellaneous.	36	Law charges . . . . .	4,689	11,297	2,818	3,205	2,240	1,383	408	329	
	37	Compensation . . . . .	15,431	22,964	43,786	35,681	1,667	178	6,870	15,231	
	38	Rates and taxes . . . . .	47,594	47,175	17,006	16,712	1,598	827	4,394	2,184	
	39	Payments to other lines . . . . .	4,97,624	4,51,862	...	69,904	35,955	64,246	46,895	47,322	
	40	TOTAL* . . . . .	6,69,524	6,05,345	1,66,733	1,92,090	44,309	74,614	1,86,116	1,41,226	
GRAND TOTAL WORKING EXPENSES† . . . . .			1,20,59,644	1,25,09,210	39,37,313	40,94,290	3,56,070	4,26,650	27,54,307	25,07,866	

\* Includes all other items of expenditure not enumerated.

† Includes steam-boat service.

‡ Includes charges incurred direct by the States.



## DIX 45.

Appendix 45.  
Expenses under different heads.

by systems during each half-year of 1900.

30 of Report).

5' 6".													No.
5		6		7		8		9 GREAT INDIAN PENINSULA SYSTEM.					
East Coast State.		Calcutta Port Com- missioners'.		Oudh and Rohilkhand State.		North Western State.		Great Indian Peninsula (a) to (e).		Indian Midland (f) to (j).			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
1,01,729	1,05,122	4,326	5,216	1,29,703	1,50,833	4,61,765	5,00,145	2,30,721	2,25,287	98,540	94,853	1	
1,52,554	1,52,863	6,527	5,435	1,34,100	1,48,715	7,80,724	7,45,922	4,48,493	4,15,744	1,61,153	1,58,871	2	
53,063	33,803	4,612	3,709	1,29,478	2,26,351	1,44,017	4,55,828	1,08,424	4,51,164	96,716	1,77,633		
35,816	94,230	519	2,399	1,23,324	1,10,377	1,96,877	2,05,711	1,69,641	2,12,711	3,8074	31,215	3	
...	...	...	...	1,506	4,497	49,895	78,674	...	...	...	...	4	
35,433	35,385	717	212	1,15,904	1,31,752	3,82,432	2,76,769	1,97,760	1,81,705	50,457	70,176	5	
4,17,055	4,85,156	17,391	17,265	7,79,239	8,43,682	20,54,349	26,21,231	13,98,308	15,98,476	₹4,86,041	₹5,84,177	6	
53,336	49,595	...	...	66,006	70,276	2,71,511	2,71,370	1,81,463	1,79,136	61,359	62,141	7	
1,14,454	1,18,266	5,605	5,930	96,390	98,895	6,22,179	5,93,632	9,57,755	8,38,756	1,87,460	1,65,414	8	
2,02,630	1,93,488	5,632	5,000	3,84,166	3,43,591	17,72,553	16,37,027	12,01,683	11,20,995	3,49,957	3,06,147	9	
11,341	10,669	...	...	11,155	11,541	79,193	77,557	1,28,284	1,07,635	35,045	27,609	10	
22,240	22,385	1,144	1,286	28,545	28,012	1,01,309	1,11,670	1,08,801	1,09,893	40,333	39,410	11	
1,10,345	1,28,190	18,849	25,137	5,09,091	85,093	9,97,919	8,43,419	9,73,044	11,38,628	1,68,239	2,17,148	12	
8,032	14,169	806	538	11,885	13,803	82,488	76,603	48,509	57,055	10,750	14,408		
5,93,735	5,53,477	22,036	37,890	12,13,045	7,51,135	42,41,582	39,28,649	41,81,738	38,03,302	₹10,55,891	₹10,19,150	13	
13,350	12,387	...	...	14,474	15,025	53,934	49,335	55,899	51,293	27,688	23,051	14	
36,664	46,634	...	...	58,553	56,841	3,08,059	2,76,525	3,71,553	3,25,442	70,088	79,215	15	
20,991	17,718	18,849	25,137	2,06,784	2,57,941	3,43,272	2,40,835	3,09,874	3,06,684	67,478	75,478		
711	1,271	806	538	2,069	2,656	13,329	15,966	17,951	22,224	3,555	5,330	16	
20,669	16,750	2,160	2,222	33,968	31,202	1,36,203	1,25,115	1,26,870	1,29,912	29,148	34,248	17	
99,218	93,885	21,815	27,897	3,17,249	3,67,331	8,66,685	7,23,366	9,67,820	8,39,182	₹1,94,293	₹2,18,251	18	
56,203	56,366	10,639	14,708	68,958	74,513	2,14,786	2,12,005	1,62,260	1,37,590	53,906	55,286	19	
1,30,487	1,12,133	78,603	52,380	2,40,710	2,50,062	8,00,790	7,92,071	7,51,629	7,20,460	1,35,553	1,30,622	20	
39,274	37,731	5,067	6,224	74,194	79,489	2,54,542	2,58,502	4,23,473	3,88,782	50,405	48,541	21	
29,515	20,436	997	817	55,249	65,598	1,55,419	1,87,887	1,83,090	1,88,339	44,043	45,879	22	
7,304	4,559	371	841	4,863	9,728	14,232	38,890	26,850	28,364	3,700	3,053	23	
30,737	17,216	2,153	3,732	23,891	29,966	53,956	60,470	63,417	67,514	18,284	24,843	24	
1,530	1,318	...	...	879	1,299	...	...	6,250	5,264	140	221	25	
3,19,771	2,56,167	97,830	78,702	4,86,554	5,29,915	15,27,851	15,67,183	16,64,453	15,60,419	₹3,46,733	₹3,52,609	26	
...	...	...	...	16,512	...	30,556	...	53,529	1,27,709	65,521	67,207	27	
24,084	23,184	6,359	5,106	23,342	27,830	59,504	67,995	88,044	50,031	28,813	28,320	28	
65,787	67,616	1,000	1,000	76,847	77,036	1,91,602	1,94,711	1,75,863	1,71,794	64,419	65,276	29	
22,865	19,268	...	...	16,744	18,283	51,993	53,769	55,521	52,069	22,982	21,487	30	
10,082	10,680	...	...	12,146	12,765	45,806	48,572	33,649	32,719	9,332	9,501	31	
13,233	9,805	...	60	17,379	16,939	47,624	51,280	38,970	36,254	22,169	19,442	32	
8,360	8,203	...	...	16,746	17,706	68,676	70,082	76,151	77,041	21,318	24,085	33	
2,035	1,791	...	...	1,042	983	2,479	3,993	3,943	2,417	425	936	34	
62,572	61,368	1,110	1,435	70,987	81,176	2,63,984	2,67,240	1,59,809	1,61,515	55,598	55,454	35	
2,09,919	2,03,426	14,303	7,600	2,52,552	2,53,994	7,63,687	7,58,743	₹7,20,554	7,14,307	₹2,99,518	₹2,99,965	36	
71	1,384	...	...	45	29	76	505	21,224	3,321	179	1,903	37	
382	1,708	283	602	1,762	4,832	16,249	13,552	45,027	18,050	12,963	24,213	38	
2,808	5,951	2,261	2,261	1,751	2,290	18,542	26,547	35,384	33,216	299	325	39	
21,914	13,084	923	...	55,744	45,025	72,824	53,979	1,26,752	62,732	2,04,517	1,11,419	40	
56,043	52,271	4,067	2,863	1,11,041	97,911	3,00,059	2,68,119	4,46,222	2,83,663	₹2,76,757	₹2,30,532	41	
17,35,109	16,58,193	1,87,442	1,72,217	31,59,680	28,43,968	97,81,254	98,91,465	93,79,184	87,99,349	26,59,233	27,04,666	42	

§ Including the Cooch Behar State railway, details for which are not given.

|| Including the carriage and wagon expenses of the Gwalior Light railway as the figures cannot be separated.

¶ Including the Gwalior Light railway, details for which are not given.

P. T. O.

**Appendix 45.**  
Expenses under different heads.

APPEN

*Working expenses under different heads of each railway*

(Referred to in paragraph

	No.	GAUGE.		5' 6"					
		CLASSIFICATION NUMBER.		10				11	
		Railway.		BOMBAY, BARODA AND CENTAL INDIA SYSTEM.				Nizam's Guaranteed State.	
		Particulars.		Bombay, Baroda and Central India (a) to (d) and (j) and (k).		Rajputana-Malwa (e) to (i).			
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Engineering.	1	General Superintendence . . . . . Rs.		1,23,262	1,43,493	1,91,587	1,88,453	54,655	52,843
	2	Maintenance of permanent-way. { Wages ..		2,11,589	2,61,793	3,42,140	2,92,955	59,574	62,184
		{ Materials,,		5,17,033	6,90,722	6,37,900	7,12,539	3,86,429	42,617
	3	Repairs of bridges, etc. . . . . "		4,53,914	3,76,272	1,00,140	62,855	36,436	13,813
	4	Conservancy of rivers . . . . . "		...	...	...	...	210	...
	5	Repairs of stations and buildings . . . . . "		1,11,496	1,45,658	1,04,801	90,925	20,209	19,075
	6	TOTAL * . . . . .		15,15,582	12,57,530	15,10,396	10,16,811	6,55,185	3,50,127
Locomotive.	7	General Superintendence . . . . . "		67,664	78,160	1,71,644	1,56,695	36,720	43,451
	8	Wages of drivers and firemen, fuelling, cleaning engines, etc. "		2,70,537	2,73,861	5,05,813	4,04,582	80,228	84,760
	9	Fuel . . . . . "		8,21,990	6,57,797	14,31,728	9,10,030	1,26,135	1,30,082
	10	Water . . . . . "		81,834	69,962	89,723	48,830	16,947	17,475
	11	Oil, tallow and other stores . . . . . "		76,011	72,235	59,189	56,442	15,911	18,438
	12	Maintenance and { Locomotive engines . . . . . "		4,97,013	4,17,417	4,17,161	2,90,088	74,141	74,393
		renewal of { Machinery . . . . . "		31,939	38,126	81,122	24,230	8,977	7,126
	13	TOTAL * . . . . .		19,11,584	15,02,142	20,16,621	23,27,352	3,91,034	4,12,759
Carriage and Wagon.	14	General Superintendence . . . . . "		51,665	35,799	44,347	48,294	6,447	7,859
	15	Repairs and { Coaching vehicles . . . . . "		2,30,404	1,42,175	3,14,778	2,33,334	18,034	28,731
		renewal of { Goods ..		6,70,407	4,35,451	2,90,852	2,05,541	25,216	30,118
		{ Machinery . . . . . "		32,058	31,393	2,952	307	1,308	1,723
	16	Cleaning and oiling . . . . . "		51,672	62,619	69,120	77,318	12,480	15,669
	17	TOTAL * . . . . .		10,20,300	5,11,024	7,35,840	7,72,367	63,494	84,103
Traffic.	18	General Superintendence . . . . . "		51,510	59,985	1,38,454	1,29,181	27,848	28,340
	19	Station staff . . . . . "		3,34,177	3,36,645	4,82,242	3,85,872	73,437	86,440
	20	Train staff . . . . . "		61,341	62,718	1,45,655	1,30,688	31,193	34,774
	21	Fuel, lighting and general stores . . . . . "		84,640	1,04,988	89,828	1,02,433	17,509	20,661
	22	Clothing . . . . . "		6,711	5,092	20,029	11,883	980	1,799
	23	Printing, stationery and tickets . . . . . "		42,173	45,742	55,900	67,648	11,901	13,936
	24	Charges for delivery and collection of goods ..		...	1,394	...	...	...	...
	25	TOTAL * . . . . .		6,26,546	5,92,243	9,74,546	9,09,694	1,80,758	2,08,954
General.	26	Home expenditure or General administration,,		31,042	28,447	1,21,177	34,046	19,999	32,298
	27	Agent's Office . . . . . "		4,832	25,818	7,903	30,537	12,442	13,911
	28	Audit, accounts and pay office . . . . . "		20,235	87,554	27,294	1,17,025	43,161	49,379
	29	Stores Department . . . . . "		7,081	38,862	13,700	44,578	5,234	6,802
	30	Medical Department . . . . . "		16,456	18,182	31,007	26,591	6,583	8,250
	31	Rents and Miscellaneous . . . . . "		29,236	26,887	46,090	40,937	18,288	17,130
	32	Police . . . . . "		44,044	45,114	78,834	71,523	24,804	26,165
	33	Advertising . . . . . "		1,910	1,230	231	638	383	1,003
	34	Electric telegraph . . . . . "		66,957	80,106	1,86,334	1,76,058	23,795	33,935
	35	TOTAL * . . . . .		2,25,552	3,54,005	5,12,683	5,42,702	1,54,715	1,88,903
Miscellaneous.	36	Law charges . . . . . "		2,207	1,169	—643	658	1,041	507
	37	Compensation . . . . . "		11,402	28,947	10,690	21,432	562	553
	38	Rates and taxes . . . . . "		25,595	25,732	3,222	429	134	380
	39	Payments to other lines . . . . . "		1,05,503	26,636	65,704	56,304	85,613	11,994
	40	TOTAL * . . . . .		3,37,715	1,87,124	1,71,204	1,92,823	1,04,592	34,202
		GRAND TOTAL WORKING EXPENSES† ..		56,55,280	44,04,060	68,21,380	66,61,749	15,50,678	12,79,047

\* Includes all other items of  
† Includes steam-  
‡ Details

by systems during each half-year of 1900—contd.  
30 of Report.)

5 6"		3 3"										No.
12		13		14		15		16		17		
Madras.		Bengal Dooars.		Dibru-Sadiya.		Assam-Bengal.		Deoghur. ¶		Bengal and North Western.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1,31,222	1,20,308	1,958	1,704	8,850	9,533	68,113	63,484	...	...	92,153	1,03,134	1
1,41,624	1,40,191	4,735	4,802	20,199	20,208	88,704	89,015	...	...	97, 3	1,04,572	2
1,37,101	1,79,206	2,477	1,995	16,316	7,961	4,013	9,415	...	...	1,37,781	1,60,364	3
1,19,376	71,718	1,419	1,213	25,484	9,486	7,517	50,455	...	...	81,601	67,966	4
...	...	...	...	...	...	...	...	...	...	1,020	1,271	5
72,019	54,201	863	1,477	9,686	12,932	15,484	37,660	...	...	59,967	49,649	6
7,03,940	6,94,991	13,127	11,518	97,538	75,268	1,86,374	2,56,599	4,153		5,43,042	5,62,061	7
74,522	69,422	2,482	1,846	5,106	5,096	18,379	18,612	...	...	40,340	41,648	8
1,85,717	1,88,574	2,236	2,687	10,789	9,356	23,219	24,313	...	...	85,622	77,042	9
4,74,662	5,04,519	8,366	9,838	18,793	19,170	45,137	47,496	...	...	1,89,861	1,40,107	10
22,379	22,201	337	533	3,377	2,782	4,574	5,219	...	...	16,891	15,280	11
29,082	33,429	920	973	2,113	2,238	4,584	4,898	...	...	16,712	17,386	12
3,06,541	2,41,885	3,452	2,065	11,892	12,273	15,754	29,760	...	...	82,954	68,228	13
7,317	8,446	404	325	2,794	2,924	566	601	...	...	5,124	3,987	14
12,11,326	11,34,931	18,821	18,574	54,864	53,839	1,18,940	1,36,199	11,360		5,03,738	3,99,527	15
18,630	17,355	1,218	907	2,963	2,998	6,139	6,196	...	...	14,397	15,004	16
95,906	1,01,516	932	691	3,410	3,721	11,249	16,166	...	...	34,968	25,577	17
81,872	70,603	1,061	465	13,990	14,373	4,909	7,758	...	...	59,303	44,099	18
4,987	5,565	1	23	1,478	1,282	26	39	...	...	634	3,983	19
37,856	36,260	523	789	3,317	3,273	4,256	4,725	...	...	25,664	28,612	20
2,46,013	2,45,546	4,115	3,055	27,158	25,648	26,655	34,934	3,705		1,39,349	1,19,017	21
80,563	72,887	5,250	4,095	6,319	6,295	22,128	23,005	...	...	55,275	61,122	22
2,05,356	2,05,905	8,443	9,990	14,242	14,398	57,453	61,938	...	...	1,32,571	1,44,631	23
61,988	61,815	716	605	2,776	2,825	11,541	11,977	...	...	43,009	41,954	24
39,552	43,191	548	542	1,443	1,774	11,436	12,870	...	...	38,832	39,733	25
5,694	6,159	84	67	152	32	3,101	323	...	...	4,605	4,661	26
40,431	39,455	978	734	3,196	2,285	8,126	8,221	...	...	23,949	18,846	27
2,334	1,943	...	...	2,924	3,472	5	...	...	...	8,881	11,856	28
4,50,501	4,46,022	16,664	18,609	31,125	31,174	1,13,924	1,18,322	5,573		3,31,546	3,45,742	29
36,867	38,783	4,390	4,238	12,921	12,921	36,440	31,134	...	...	47,274	50,393	30
33,414	38,177	1,310	1,290	6,153	6,248	17,989	16,962	...	...	14,612	17,862	31
75,752	78,206	1,841	1,786	6,663	6,896	42,388	40,213	...	...	71,915	69,350	32
13,583	12,935	282	134	2,900	2,911	13,845	12,111	...	...	6,354	7,595	33
15,706	15,257	488	431	2,329	2,322	8,865	8,829	...	...	7,129	7,937	34
13,016	11,544	1,038	829	3,868	3,272	5,183	5,027	...	...	13,997	13,166	35
24,329	24,811	645	504	...	...	7,563	7,659	...	...	23,637	23,668	36
3,200	2,709	16	8	33	...	359	567	...	...	450	500	37
74,977	76,528	2,237	2,155	6,754	6,850	27,355	27,418	...	...	59,003	65,168	38
3,06,436	3,15,863	12,261	12,404	41,620	41,421	1,59,997	1,50,197	2,738		2,49,740	2,60,649	39
1,272	29	60	173	622	620	250	622	...	...	1,564	1,096	40
—3,066	6,488	341	98	72	421	178	416	...	...	14,468	9,284	41
10,327	12,957	118	122	43	35	2,685	568	...	...	1,507	3,600	42
...	29,161	509	...	1,749	...	...	...	...	...	7,403	2,375	43
89,476	1,31,655	1,695	1,288	4,010	2,544	16,484	14,563	.....		1,03,991	1,21,004	44
30,07,692	29,69,008	77,331	77,648	2,56,315	2,29,894	6,27,048	7,18,543	27,524		20,10,821	19,46,892	45

expenditure not enumerated.  
boat service.  
not furnished.

Appendix 45.  
Expenses under different heads.

APPEN

Working expenses under different heads of each railway  
(Referred to in paragraph

	No.	GAUGE.		3' 3"					
		CLASSIFICATION NUMBER.		18		19		20	
		Railways.		Rohilkund and Kumaon.		Jodhpur-Bikaner.		Udaipur-Chitor.	
		Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Engineering.	1	General Superintendence	- Rs.	21,799	17,518	7,288	7,718	1,997	2,072
	2	Maintenance of permanent-way.	{ Wages . . . . .	26,977	23,161	49,733	47,263	8,540	10,039
			{ Materials . . . . .	26,362	19,291	255	47,808	- 176	199
	3	Repairs of bridges, etc.	. . . . .	17,461	16,231	949	4,597	150	1,165
	4	Conservancy of rivers	. . . . .	1,900	1,382	...	...	...	...
	5	Repairs of stations and buildings	. . . . .	8,484	5,756	3,412	4,146	178	789
Locomotive.	6	TOTAL*	. . . . .	1,09,921	87,877	66,963	1,24,620	11,151	15,220
	7	General Superintendence	. . . . .	11,997	12,116	8,187	9,016	2,243	2,716
	8	Wages of drivers and firemen, fuelling, cleaning engines, etc.	. . . . .	15,485	14,394	13,134	13,331	1,429	1,161
	9	Fuel.	. . . . .	28,565	23,607	1,17,854	78,244	15,724	14,883
	10	Water	. . . . .	2,559	2,198	8,488	5,117	979	633
	11	Oil, tallow and other stores	. . . . .	3,585	3,543	11,453	8,950	573	605
Carriage and Wagon.	12	Maintenance and renewal of	{ Locomotive engines . . . . .	15,520	15,016	25,233	36,072	7,121	899
			{ Machinery . . . . .	1,082	1,795	1,412	1,577	151	314
	13	TOTAL*	. . . . .	87,188	78,417	1,05,675	1,69,206	28,220	21,193
	14	General Superintendence	. . . . .	5,257	5,504	1,931	2,880	435	550
	15	Repairs and renewal of	{ Coaching vehicles . . . . .	8,020	5,407	6,548	10,929	148	906
			{ Goods . . . . .	15,927	12,802	6,306	7,373	912	203
Traffic.			{ Machinery . . . . .	890	778	463	562	83	200
	16	Cleaning and oiling	. . . . .	4,846	4,949	4,056	3,803	416	326
	17	TOTAL*	. . . . .	35,096	30,050	19,493	25,740	1,994	2,187
	18	General Superintendence	. . . . .	16,668	13,653	9,298	10,838	2,352	2,423
	19	Station staff	. . . . .	27,278	27,028	24,872	19,849	6,246	4,472
	20	Train staff	. . . . .	7,067	6,632	3,273	3,338	529	552
General.	21	Fuel, lighting and general stores	. . . . .	8,791	8,709	7,130	7,351	926	1,653
	22	Clothing	. . . . .	350	637	27	444	175	16
	23	Printing, stationery and tickets	. . . . .	5,409	5,440	5,675	6,897	1,179	884
	24	Charges for delivery and collection of goods	. . . . .	...	...	...	...	...	...
	25	TOTAL*	. . . . .	70,460	62,062	51,261	49,813	11,407	10,083
	26	Home expenditure or General administration.	. . . . .	17,449	18,163	...	...	...	...
Miscellaneous.	27	Agent's Office	. . . . .	7,210	6,641	...	...	2,756	2,830
	28	Audit, accounts and pay office	. . . . .	17,028	18,649	17,194	10,218	3,616	2,015
	29	Stores Department	. . . . .	4,727	4,847	1,979	2,114	215	201
	30	Medical Department	. . . . .	1,607	1,616	957	1,022	348	524
	31	Rents and Miscellaneous	. . . . .	5,896	5,542	716	907	350	1,101
	32	Police	. . . . .	6,750	6,542	549	217	...	...
	33	Advertising	. . . . .	118	464	...	28	...	...
	34	Electric telegraph	. . . . .	13,497	13,551	10,242	13,560	1,875	1,767
	35	TOTAL*	. . . . .	72,261	75,839	31,637	28,208	9,160	8,138
	36	Law charges	. . . . .	720	51	...	...	...	...
	37	Compensation	. . . . .	436	581	541	890	47	86
	38	Rates and taxes	. . . . .	132	143	...	...	...	...
	39	Payments to other lines	. . . . .	931	...	31,429	9,759	7,794	4,187
	40	TOTAL*	. . . . .	57,372	47,226	33,779	12,747	8,501	4,672
		GRAND TOTAL WORKING EXPENSES†,		4,32,298	3,52,371	3,98,808	4,10,333	70,433	61,792

\* Includes all other items of expenditure not enumerated.

† Includes steam-boat service.

DIX 45—contd.

Appendix 45.  
Expenses under different heads.

by systems during each half-year of 1900—contd.

30 of Report.)

3' 3 1/2"								2' 6"		No.
21		22		23		24		25		
Bhavnagar-Gondal Junagad-Porbandar.		Southern Mahratta.		South Indian.		Burma.		Mervi.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
25,799	28,707	1,38,986	1,33,434	1,16,401	1,21,804	1,13,490	1,12,779	3,374	3,942	1
60,852	64,890	2,12,968	2,18,528	1,10,313	1,16,275	2,70,810	2,89,846	11,230	13,679	2
17,614	11,670	1,63,363	96,224	1,87,610	1,85,895	58,686	1,32,261	601	1,283	
2,064	16,417	93,513	72,284	22,808	38,910	95,931	75,606	1,621	4,492	3
...	...	...	...	...	...	1,541	354	...	...	4
7,261	6,338	73,467	56,367	51,953	31,019	72,992	21,331	631	440	5
1,21,955	1,33,162	7,10,076	6,22,285	4,79,046	4,39,505	6,59,081	7,11,759	17,942	24,408	6
16,696	15,989	93,839	92,197	65,057	67,479	45,782	81,508	3,402	6,130	7
30,618	25,829	1,77,370	1,67,959	1,54,855	1,60,777	2,38,340	2,65,353	4,813	4,754	8
1,05,310	79,664	2,77,759	2,57,588	3,24,720	3,54,253	4,38,905	4,72,215	35,203	39,295	9
5,195	4,614	26,447	25,015	15,152	18,259	31,268	39,266	1,014	836	10
6,921	5,653	15,057	16,369	27,749	28,891	35,995	31,142	1,384	1,454	11
27,041	32,970	1,73,901	1,81,304	1,83,921	1,93,415	2,45,691	2,17,314	5,460	5,648	12
5,219	1,677	29,843	23,419	12,040	16,804	19,995	22,198	...	...	
2,00,046	1,80,654	9,21,075	9,65,172	7,90,963	8,53,141	10,94,801	11,77,907	56,979	63,427	13
5,144	5,211	28,006	28,164	21,597	22,431	9,647	26,666	1,073	3,331	14
13,018	12,789	97,478	87,033	81,510	1,17,185	75,960	84,550	2,481	4,209	15
11,816	13,255	1,14,893	1,23,930	1,09,981	1,05,286	1,46,802	1,18,218	1,172	1,627	
2,609	807	5,861	4,379	4,021	5,351	4,388	4,860	...	...	
4,044	3,964	18,658	19,885	26,145	27,305	31,297	32,229	1,034	1,404	16
1,36,055	3,087	2,63,178	2,04,789	2,41,702	2,75,557	2,71,384	2,68,575	6,614	10,425	17
19,537	21,687	81,366	79,046	61,575	60,456	72,516	76,834	3,720	3,721	18
59,763	46,479	1,81,209	1,85,832	1,85,169	1,88,465	2,68,585	2,57,150	9,434	9,198	19
8,380	7,378	74,871	73,893	43,572	42,984	66,540	68,881	1,859	1,771	20
20,974	11,938	52,953	4,458	40,954	38,485	49,944	52,843	6,854	2,362	21
449	...	20,168	9,690	6,461	90	13,553	11,804	245	303	22
10,216	6,937	27,081	34,112	46,245	47,984	32,016	42,315	2,810	2,303	23
...	...	...	...	53	89	53	...	1,423	566	24
1,25,504	99,369	4,64,726	4,55,977	3,91,808	3,92,968	5,07,690	5,14,619	26,766	20,494	25
3,544	3,595	89,380	90,516	90,475	86,653	89,353	77,685	...	...	26
12,498	12,138	26,533	24,218	21,539	25,259	28,930	26,001	1,645	1,975	27
28,027	24,911	81,286	81,208	73,980	75,295	61,121	57,798	5,443	5,672	28
6,021	6,018	20,505	22,575	21,968	22,398	18,748	19,420	2,393	1,915	29
6,665	7,249	17,045	16,266	15,267	17,086	13,485	15,534	343	327	30
6,969	7,324	18,603	20,569	18,367	18,434	19,027	16,478	1,651	1,972	31
14,559	13,404	39,370	44,860	36,597	21,163	47,568	37,074	1,329	1,304	32
235	254	2,545	1,142	1,820	1,091	1,037	619	...	60	33
20,920	21,079	99,383	1,02,711	58,494	59,006	76,371	78,626	3,372	3,229	34
1,02,591	1,09,116	3,95,001	4,04,457	3,39,234	3,28,380	3,56,578	3,29,798	16,177	16,454	35
21	435	872	253	1,614	297	921	549	...	35	36
746	1,824	1,873	5,459	481	1,316	1,39	1,370	135	61	37
10	9	3,097	6,003	15,106	8,948	12,427	18,881	...	...	38
6,000	3,735	4,140	3,575	5,473	4,469	...	...	...	...	39
1,22,932	1,16,515	56,113	96,681	1,63,464	1,70,318	74,247	70,325	2,578	2,190	40
6,16,913	5,70,678	28,19,168	28,09,361	23,06,217	23,59,869	30,24,593	31,10,531	1,27,056	1,37,458	

‡ Includes charges incurred direct by the state.

§ Including charges for maintenance and renewal of machinery.

**Appendix 45.**  
Expenses under different heads.

APPEN

*Working expenses under different heads of each railway*

(Referred to in paragraph

	No.	GAUGE,	2' 6"					
		CLASSIFICATION NO.	26		27		28	
		Railways.	Bársi.		Tárakeshwar-Magra.		Ránaghat-Krishnagar.	
		Particulars.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Engineering.	1	General Superintendence . . . . . Rs.	2,157	2,147	...	...	...	...
	2	Maintenance of permanent- way. { Wages . . .	2,777	2,872	...	...	...	...
		{ Materials . . .	55	248	...	...	...	...
	3	Repairs of bridges, etc. . . . . "	329	431	...	...	...	...
	4	Conservancy of rivers . . . . . "	...	...	...	...	...	...
	5	Repairs of stations and buildings . . . "	405	1,025	...	...	...	...
	6	TOTAL* . . .	5,814	6,723	4,141	5,037	5,497	5,060
Locomotive.	7	General Superintendence . . . . . "	709	726	...	...	...	...
	8	Wages of drivers and firemen, fueling, cleaning engines, etc. . . . . "	1,676	1,565	...	...	...	...
	9	Fuel . . . . . "	1,265	1,099	...	...	...	...
	10	Water . . . . . "	986	798	...	...	...	...
	11	Oil, tallow and other stores . . . . . "	260	286	...	...	...	...
	12	Maintenance and renewal of { Loco. engines . . .	1,253	1,337	...	...	...	...
		{ Machinery . . .	241	204	...	...	...	...
	13	TOTAL* . . .	6,390	6,013	7,498	7,169	5,211	5,330
Carriage and Wagon.	14	General Superintendence . . . . . "	350	349	...	...	...	...
	15	Repairs and renewal of { Coaching vehicles . . .	675	458	...	...	...	...
		{ Goods . . .	225	246	...	...	...	...
		{ Machinery . . .	53	25	...	...	...	...
	16	Cleaning and oiling . . . . . "	370	360	...	...	...	...
	17	TOTAL* . . .	1,073	1,438	1,746	1,515	1,689	850
Traffic.	18	General Superintendence . . . . . "	525	558	...	...	...	...
	19	Station staff . . . . . "	3,633	3,006	...	...	...	...
	20	Train staff . . . . . "	328	313	...	...	...	...
	21	Fuel, lighting and general stores . . . . . "	114	304	...	...	...	...
	22	Clothing . . . . . "	43	62	...	...	...	...
	23	Printing, stationery and tickets . . . . . "	622	426	...	...	...	...
	24	Charges for delivery and collection of goods . . . . . "	...	...	...	...	...	...
	25	TOTAL* . . .	8,117	7,174	7,649	8,312	10,329	9,229
General.	26	Home expenditure or General administration . . . . . "	6,841	2,371	...	...	...	...
	27	Agent's Office . . . . . "	8,716	8,690	...	...	...	...
	28	Audit, accounts and pay office . . . . . "	2,100	2,100	...	...	...	...
	29	Stores Department . . . . . "	737	719	...	...	...	...
	30	Medical Department . . . . . "	643	643	...	...	...	...
	31	Rents and Miscellaneous . . . . . "	686	347	...	...	...	...
	32	Police . . . . . "	168	342	...	...	...	...
	33	Advertising . . . . . "	12	...	...	...	...	...
	34	Electric telegraph . . . . . "	881	870	...	...	...	...
	35	TOTAL* . . .	20,784	16,088	5,925	6,074	3,664	3,001
Miscellaneous.	36	Law charges . . . . . "	...	50	...	...	...	...
	37	Compensation . . . . . "	...	...	...	...	...	...
	38	Rates and taxes . . . . . "	339	109	...	...	...	...
	39	Payments to other lines . . . . . "	683	603	...	...	...	...
	40	TOTAL* . . .	1,022	762	207	361	...	...
		GRAND TOTAL WORKING EXPENSES†, . . .	43,800	38,200	27,166	28,468	26,390	23,470

\* Includes all other items of expenditure not enumerated.

† Includes steam boat service.

DIX 45—concl'd.

Appendix 45.  
Expenses under different heads.

by systems during each half-year of 1900—concl'd.

30 of Report).

2' 6"				2' 0"								
29		30		31		32		33		34		
Tezpur-Bálipara. ‡		Cherra-Companygan. ‡		Darjeeling-Himalayan.		Howrah-Amta. ‡		Howrah Sheakhalla. ‡		Jorhat. ‡		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	No.
...	...	...	...	11,675	13,993	...	...	...	...	...	...	1
...	...	...	...	10,810	10,559	...	...	...	...	...	...	2
...	...	...	...	8,861	8,539	...	...	...	...	...	...	3
...	...	...	...	20,260	11,779	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	7,944	9,421	...	...	...	...	...	...	6
6,385	10,870	9,084	1,003	39,417	50,280	15,407	12,730	5,818	5,945	27,640	21,164	7
...	...	...	...	3,260	3,268	...	...	...	...	...	...	8
...	...	...	...	17,226	14,235	...	...	...	...	...	...	9
...	...	...	...	31,627	20,443	...	...	...	...	...	...	10
...	...	...	...	404	441	...	...	...	...	...	...	11
...	...	...	...	3,686	3,571	...	...	...	...	...	...	12
...	...	...	...	18,741	15,762	...	...	...	...	...	...	13
...	...	...	...	259	303	...	...	...	...	...	...	14
7,397	7,833	6,810	2,729	84,415	65,409	19,753	17,322	5,721	4,164	8,293	8,372	15
...	...	...	...	2,957	2,914	...	...	...	...	...	...	16
...	...	...	...	5,994	6,673	...	...	...	...	...	...	17
...	...	...	...	27,150	16,209	...	...	...	...	...	...	18
...	...	...	...	88	75	...	...	...	...	...	...	19
...	...	...	...	1,641	1,988	...	...	...	...	...	...	20
3,612	3,454	2,244	1,254	37,606	27,859	4,533	4,563	972	1,232	934	5,454	21
...	...	...	...	3,794	3,657	...	...	...	...	...	...	22
...	...	...	...	16,067	15,319	...	...	...	...	...	...	23
...	...	...	...	6,069	6,225	...	...	...	...	...	...	24
...	...	...	...	3,960	3,106	...	...	...	...	...	...	25
...	...	...	...	494	32	...	...	...	...	...	...	26
...	...	...	...	681	838	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	...	...	...	...	28
8,268	8,044	2,346	808	35,978	33,285	24,131	22,901	10,018	9,848	10,438	8,591	29
...	...	...	...	9,999	10,906	...	...	...	...	...	...	30
...	...	...	...	13,877	13,992	...	...	...	...	...	...	31
...	...	...	...	7,909	8,276	...	...	...	...	...	...	32
...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	2,843	2,786	...	...	...	...	...	...	34
...	...	...	...	2,377	2,774	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	36
...	...	...	...	456	322	...	...	...	...	...	...	37
...	...	...	...	4,521	4,430	...	...	...	...	...	...	38
6,655	6,618	2,110	1,289	36,050	37,092	6,473	5,101	3,175	2,302	5,635	5,069	39
...	...	...	...	219	552	...	...	...	...	...	...	40
...	...	...	...	47	62	...	...	...	...	...	...	41
...	...	...	...	4,054	3,452	...	...	...	...	...	...	42
...	...	...	...	...	...	...	...	...	...	...	...	43
306	741	165	120	9,375	10,553	...	...	...	...	412	337	44
32,624	37,560	22,779	7,293	2,42,841	2,04,478	70,297	63,017	25,704	23,491	53,372	48,987	45

‡ Details not furnished.

## Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE.											
		Class. No.	5' 6"										
			1	2 (a)	3	4	5	7	8	9 (a) to (e)	9 (f) to (j)	10 (a) to (e)	11 (a) & (b)
		Calendar year 1900 by half-years.	East Indian.	Eastern Bengal.	Bengal Central.	Bengal Nagpur.	East Coast.	Oudh and Rohilkhand.	North-Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed state.
DESCRIPTION OF RAILWAY WORKED.													
1	Gauge of railway . . .	1st half 2nd "	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"
2	Mileage worked Miles	1st half 2nd "	2,004'02 2,136'45	267'05 268'84	138'80 138'89	1,195'75 1,212'32	801'71 806'00	1,051'18 1,050'96	3,592'35 3,626'11	1,513'95 1,517'93	1,134'49 1,134'40	798'67 805'17	354'70 354'70
3	Number of stations No.	1st half 2nd "	317 325	78 76	27 27	140 146	147 148	149 156	484 488	221 231	144 143	127 128	45 45
4	Total length of the following gradients :—												
	(a) $\frac{1}{16}$ and less . Miles	1st half 2nd "	5'78 5'78	— —	— —	— —	— —	— —	71'12 71'12	19'31 19'31	— —	— —	— —
	(b) $\frac{1}{8}$ to $\frac{1}{16}$ . "	1st half 2nd "	13'70 14'54	— —	— —	0'91 0'91	— —	9'30 9'30	91'39 91'59	2'36 2'36	6'75 6'75	8'32 8'32	— —
	(c) $\frac{1}{4}$ to $\frac{1}{8}$ . "	1st half 2nd "	27'54 28'27	— —	— —	30'12 30'11	— —	† 6'41 † 6'41	162'47 162'47	62'10 62'10	11'93 11'19	0'50 0'50	83'61 83'61
	(d) $\frac{1}{2}$ to $\frac{1}{4}$ . "	1st half 2nd "	161'20 162'01	— —	— —	352'14 350'55	169'35 169'35	† 19'15 † 19'15	145'16 145'16	516'07 516'07	361'65 361'65	167'52 167'52	111'48 111'48
	(e) $\frac{1}{2}$ to $\frac{1}{4}$ . "	1st half 2nd "	120'71 120'71	2'45 2'45	— —	94'88 105'54	59'88 59'88	† 19'13 † 22'56	110'17 110'17	204'78 204'78	104'10 104'10	47'98 47'98	81'30 81'30
5	Steepest gradient worked—												
	(a) Inclination	1st half 2nd "	$\frac{1}{16}$ $\frac{1}{16}$	$\frac{1}{16}$ $\frac{1}{16}$	— —	$\frac{1}{16}$ $\frac{1}{16}$	$\frac{1}{16}$ $\frac{1}{16}$	— —	$\frac{1}{16}$ $\frac{1}{16}$	$\frac{1}{16}$ $\frac{1}{16}$	$\frac{1}{16}$ $\frac{1}{16}$	— —	$\frac{1}{16}$ $\frac{1}{16}$
	(b) Length . Miles	1st half 2nd "	3'98 3'98	2'45 2'45	1'00 1'00	0'40 0'40	111'05 111'05	— —	6'52 6'52	5'85 5'85	2'40 2'40	— —	2'51 2'51
FINANCIAL RESULTS.													
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay Per cent.	1st half 2nd "	5'40 4'44	2'25 4'76	2'00 2'35	3'29 1'37	1'65 1'47	2'55 1'91	1'48 1'20	† 3'37 † 2'17	§ 3'24 § 1'50	3'78 2'74	3'58    3'25
7	Percentage of net earnings for each half-year on paid up capital . Per cent.	1st half 2nd "	— —	— —	— —	3'10 1'31	— —	— —	— —	† 3'35 —	§ 3'26 § 1'52	3'04 2'35	3'07    2'80
OUTLAY, EARNINGS AND EXPENSES. (Exclusive of Steam-boat Service.)													
8	Capital outlay per mile open . . . R	1st half 2nd "	2,14,857 2,17,397	2,40,820 2,50,453	99,280 1,00,187	1,34,640 1,35,301	99,006 1,06,487	1,17,151 1,12,451	1,44,076 1,45,215	† 2,15,253 † 1,94,030	§ 1,26,458 § 1,27,121	1,79,185 1,81,489	1,24,131    1,24,378
9	Total earnings per mile open per week . . .	1st half 2nd "	680 600	555 824	168 201	263 153	146 141	232 187	189 173	487 391	225 155	551 413	318 253
10	Total working expenses per mile open per week . . .	1st half 2nd "	219 223	321 333	99 118	89 80	81 78	115 100	104 105	238 223	88 90	288 217	143 94
11	Total earnings per train-mile . . .	1st half 2nd "	4'54 4'16	4'09 5'21	3'07 3'20	4'17 3'53	3'17 2'88	3'68 3'11	3'62 3'44	3'73 3'56	4'41 3'50	5'94 5'61	4'69 4'27
12	Total working expenses per train-mile . . .	1st half 2nd "	1'47 1'55	2'37 2'10	1'80 1'88	1'41 1'84	1'76 1'61	1'82 1'67	2'00 2'08	1'82 2'03	1'73 2'03	3'07 2'95	2'11 1'59
13	Net earnings per train-mile . . .	1st half 2nd "	3'07 2'61	1'72 3'11	1'27 1'32	2'76 1'69	1'41 1'27	1'86 1'44	1'62 1'36	1'91 1'53	2'68 1'47	2'87 2'66	2'58 2'68
14	Cost per 1,000 gross ton miles moved (freight and dead-weight) . . .	1st half 2nd "	3'74 4'17	7'26 5'51	5'98 6'21	3'39 5'21	5'17 4'77	5'21 5'48	5'94 6'56	5'45 6'38	4'38 5'75	7'35 7'64	4'92 3'83
15	Percentage of total working expenses on total earnings . . . Per cent.	1st half 2nd "	31'60 36'58	57'94 40'36	58'58 58'79	33'73 52'13	55'57 55'84	49'54 53'68	55'16 60'34	48'86 56'95	30'22 57'95	51'71 52'54	44'90 37'27
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores . . . Per cent.	1st half 2nd "	30'80 35'00	57'83 40'19	58'42 58'39	32'27 49'99	54'00 54'74	48'17 53'36	53'59 58'78	47'40 56'29	37'45 55'44	51'06 51'47	43'89 36'00
17	Percentage of total working expenses on total earnings (for details, see items 123-29) . . . Per cent.	1st half 2nd "	32'43 37'38	58'34 40'62	58'58 58'79	33'73 52'13	56'07 56'14	49'54 53'68	55'16 60'48	48'86 56'95	30'22 57'95	51'71 52'54	44'90 37'27

\* Including 34'50 miles of the Eastern Bengal State railway, and 1'00

† 5' 6" gauge

‡ Excludes the Khámgaon

§ Indian Midland

|| Nizam's Guaranteed

¶ Calculated on the mileage, excluding the dock estates and quarry lines constructed and maintained by



(by systems) during each half-year of 1900.

prepared by the railways not shown.

3' 31".														Gauge.
12 (a) & (b)	(b) to (d)	15	17	18	10 (f) to (i)	19		20	21	11 (c)	22	24	25	Class. No.
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.		Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Forbandar.	Hyderabad-Godavari-Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half-years.
						Jodhpur section.	Bikaner section.							Serial number.
5' 6"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	1st half
5' 6"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	3' 31"	2nd "
854'30	560'89	486'76	1,185'02	293'51	1,836'97	380'50	95'00	67'30	455'18	219'81	1,594'65	1,109'71	1,044'34	1st half
854'42	684'07	486'26	1,148'59	266'22	1,836'97	384'55	85'59	67'30	455'18	360'49	1,594'65	1,140'31	1,124'00	2nd "
105	88	70	189	46	856	40	7	7	64	37	215	178	175	1st half
106	906	71	197	47	856	45	7	7	64	42	215	178	125	2nd "
...	...	...	...	...	3'40	...	...	...	...	...	2'94	...	27'14	1st half
...	...	...	...	...	3'40	...	...	...	...	...	2'94	...	27'14	2nd "
22'64	...	1'26	...	6'41	0'23	...	...	...	0'07	...	48'37	...	18'17	1st half
22'64	...	1'26	...	6'41	0'23	...	...	...	0'07	...	48'37	...	18'17	2nd "
50'13	0'07	4'44	...	7'29	18'75	...	...	...	0'34	...	524'89	110'29	40'16	1st half
50'13	0'07	4'44	...	7'29	18'75	...	...	...	0'34	...	524'89	110'29	40'16	2nd "
199'68	11'41	59'27	3'42	4'40	306'40	57'86	23'55	...	121'23	200'14	246'89	207'91	148'32	1st half
199'68	14'43	59'27	3'42	4'40	306'40	88'14	24'13	30'75	121'23	221'73	246'89	207'91	143'32	2nd "
124'21	12'13	19'56	3'06	5'81	149'83	32'34	9'75	...	63'90	12'71	93'71	82'48	100'31	1st half
124'21	10'54	19'56	3'06	5'81	149'83	47'77	8'92	6'98	63'90	13'95	93'71	82'48	100'31	2nd "
10	100	10	100	10	...	10	10	10	10	...	10	10	10	1st half
10	100	10	100	10	...	10	10	10	10	...	10	10	10	2nd "
0'80	0'07	0'57	3'42	3'00	...	1'59	1'02	...	0'07	...	2'94	3'12	9'81	1st half
0'80	0'07	0'57	3'42	3'00	...	2'31	1'02	0'46	0'07	...	2'94	3'12	9'81	2nd "
2'15	3'30	0'41	3'21	4'31	7'11	8'13	3'50	6'49	3'60	0'80	1'53	2'92	3'17	1st half
2'16	4'35	0'25	1'60	3'07	4'04	2'09	1'78	2'93	1'65	1'17	0'87	2'84	1'98	2nd "
2'16	...	6'68	...	...	...	...	...	...	...	0'56	...	...	1'73	1st half
2'17	...	...	...	...	...	...	...	...	...	1'01	...	...	1'74	2nd "
144,729	91,350	1,18,749	69,610	40,890	74,292	21,597	21,202	29,184	49,436	53,424	78,926	160,472	80,274	1st half
145,174	84,200	1,21,292	69,811	41,617	74,678	25,121	22,546	29,421	49,258	59,346	79,062	160,376	84,159	2nd "
255	207	74	150	123	342	104	46	113	119	67	115	160	120	1st half
253	222	75	105	108	250	60	35	69	79	74	95	159	172	2nd "
133	93	55	64	57	184	36	17	40	51	41	68	80	109	1st half
132	83	63	61	55	131	27	20	35	48	44	68	81	105	2nd "
4'23	3'16	2'84	2'79	3'02	3'88	3'35	2'19	5'54	3'52	2'40	2'65	2'88	3'51	1st half
3'85	3'46	2'83	2'09	2'80	3'72	2'67	1'32	8'99	3'27	2'29	2'31	2'78	2'92	2nd "
2'28	1'42	2'09	1'19	1'98	1'62	1'23	0'83	1'06	4'51	1'47	1'57	1'44	1'74	1st half
1'99	1'30	2'36	1'21	1'42	1'95	1'61	0'75	8'05	1'98	1'37	1'66	1'42	1'79	2nd "
2'02	1'74	0'75	1'60	1'63	2'36	2'32	1'36	3'56	2'01	0'93	1'98	1'44	1'77	1st half
1'86	2'16	0'47	0'88	1'39	1'77	1'46	0'57	1'93	1'29	0'92	0'65	1'36	1'13	2nd "
7'45	6'93	8'69	5'43	7'06	6'04	5'90	4'79	8'74	8'53	7'78	7'03	8'50	9'02	1st half
6'97	8'19	10'62	6'91	6'09	8'08	8'44	4'81	9'90	11'88	8'03	9'12	8'36	9'25	2nd "
52'35	45'06	73'61	42'66	45'91	39'10	34'75	37'71	35'56	42'91	61'09	59'15	49'05	46'59	1st half
51'74	37'47	83'43	57'83	30'55	33'59	60'42	50'56	51'54	60'33	60'03	71'63	51'03	61'79	2nd "
51'50	43'43	73'37	41'04	45'22	37'92	34'59	37'65	35'54	49'79	60'86	57'86	49'45	49'24	1st half
51'15	35'44	83'39	56'71	49'06	52'52	60'32	50'54	51'20	59'61	58'80	69'86	50'49	60'99	2nd "
52'35	47'71	73'74	42'72	45'53	39'10	34'75	37'71	...	42'91	61'09	59'15	49'05	50'44	1st half
51'74	40'42	83'59	58'46	50'58	53'59	60'42	50'56	...	60'33	60'03	71'63	51'03	61'79	2nd "

mile of the Rajputana-Malwa railway, worked over by the undertaking.

only.

and Amritoti railways.

railway only.

State railways only.

the Native states as separate undertakings from the Bhavnagar-Gondal-Junagad-Forbandar railway.

# Appendix 46.

## Analysis.

# APPEN

## Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE.											
		Class No.	5' 6"										
			1	2 (a)	3	4	5	7	8	9 (a) to (e)	9 (f) to (j)	10 (a) to (e)	11 (a) and (b)
		Calendar year 1900 by half-years.	East Indian.	Eastern Bengal.	Bengal Central.	Bengal Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
<b>DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.</b>													
18	Total working expenses for both coaching and goods traffic* in thousands of Rs. . . . .	1st half 2nd "	1,15,37 1,19,76	21,17 22,12	2,80 4,11	26,45 24,05	16,47 16,24	26,33 25,10	93,81 95,40	90,70 86,01	25,21 25,57	60,64 44,11	12,71 8,29
	Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load).												
19	Coaching in thousands of Rs. . . . .	1st half 2nd "	26,61 30,91	8,08 6,86	1,57 1,44	4,27 6,50	5,30 4,92	10,05 11,91	32,33 38,09	25,58 31,01	5,66 7,55	14,67 15,21	1,79 1,47
20	Goods in thousands of Rs. . . . .	1st half 2nd "	88,76 88,85	12,19 15,25	1,23 2,67	22,18 17,55	11,16 11,32	16,29 13,19	61,48 57,31	65,12 55,00	19,55 18,03	45,97 28,90	10,93 6,82
<b>COACHING TRAFFIC.</b>													
Gross receipts and train-mileage (in thousands)—													
21	Receipts from coaching traffic . . . . .	1st half 2nd "	1,05,98 1,10,39	15,80 15,00	3,39 3,57	17,56 16,70	13,54 12,60	24,23 23,86	66,84 67,86	44,06 43,96	14,17 12,14	28,48 28,17	4,91 4,44
22	Coaching train-miles run	1st half 2nd "	2,886 3,091	541 531	120 100	461 485	346 351	837 937	2,211 2,368	2,068 2,085	538 562	780 813	1,27 1,37
23	Average coaching receipts per train-mile . . . . .	1st half 2nd "	3'67 3'57	2'92 2'82	2'99 3'56	3'81 3'44	3'91 3'59	2'90 2'55	3'02 2'87	2'13 2'11	2'63 2'16	3'61 3'46	3'77 3'24
<b>UNITS AND UNIT-MILEAGE—</b>													
Number of units carried one mile (in thousands)—													
24	1st class . . . . .	1st half 2nd "	4,406 4,135	916 695	48 52	576 430	418 514	1,344 1,196	3,333 3,189	4,684 4,615	1,064 1,029	1,715 1,392	326 295
25	2nd " . . . . .	1st half 2nd "	12,735 13,535	1,845 1,647	300 295	740 1,414	1,006 1,076	3,870 4,004	8,538 9,607	16,488 16,773	2,974 2,692	11,283 9,742	1,404 1,784
26	3rd or intermediate class "	1st half 2nd "	41,632 43,166	9,265 9,048	967 1,011	1,578 1,924	628 828	8,635 9,004	27,510 32,363	23,379 26,120	11,154 11,225	20,912 22,855	14,599 14,177
27	4th or lowest " . . . .	1st half 2nd "	593,809 596,067	88,367 80,120	19,113 18,849	141,081 118,303	90,880 81,902	140,532 134,695	436,406 417,511	231,207 237,849	58,273 51,956	152,068 147,739	26,374 25,228
28	Total passenger unit-mileage . . . . .	1st half 2nd "	652,673 650,923	100,393 91,509	20,428 20,207	143,974 122,071	92,941 84,321	154,381 148,961	475,877 462,670	275,758 285,357	75,464 66,903	185,978 181,728	32,704 31,495
29	Other coaching traffic . . . . .	1st half 2nd "	8,757 11,245	690 793	136 136	925 897	440 446	1,153 1,345	4,273 6,397	5,954 5,247	1,494 1,038	2,339 2,219	422 299
Average sum received for carrying a unit one mile—													
30	1st class . . . . .	1st half 2nd "	15'23 15'12	13'14 13'79	13'86 14'15	13'08 14'25	15'38 15'09	11'57 11'47	10'86 10'58	11'01 10'91	10'00 10'83	9'78 9'66	15'17 15'10
31	2nd " . . . . .	1st half 2nd "	6'41 6'67	6'55 6'80	7'43 7'36	10'24 6'12	6'72 6'87	5'20 5'42	5'01 4'68	4'62 4'36	5'18 5'35	4'59 4'81	4'94 4'98
32	3rd or intermediate class "	1st half 2nd "	3'27 3'30	3'03 3'08	3'51 2'46	2'94 2'92	4'41 4'54	3'38 3'36	3'01 3'02	2'00 2'00	2'97 2'97	2'99 2'99	2'50 2'50
33	4th or lowest " . . . .	1st half 2nd "	2'51 2'51	2'47 2'49	2'32 3'00	2'00 2'22	2'47 2'47	2'51 2'52	2'26 2'26	1'90 1'93	2'55 2'55	2'25 2'30	2'00 2'00
34	Average for all classes "	1st half 2nd "	2'72 2'73	2'70 2'71	3'11 3'12	2'09 2'32	2'58 2'63	2'71 2'72	2'41 2'42	2'31 2'32	2'84 2'86	2'54 2'58	2'33 2'36
35	Other coaching traffic per ton-mile . . . . .	1st half 2nd "	29'59 30'60	48'14 50'49	38'52 40'87	38'49 41'67	44'83 45'32	40'99 39'68	31'64 28'65	35'05 34'93	33'34 38'05	31'10 32'39	38'10 37'18

\* Excluding steam-boat expenses, and after deducting telegraph and

† For "freight", passenger units (items 24 to 27) have been

First class passenger with free luggage.

Second "

Third or fourth class passenger with free luggage

plus the ton-mileage of other coaching trains.

‡ Third class by mail train.

§ Third class by other than mail train.

## DIX 46—contd.

Appendix 46.  
Analysis.

(by systems) during each half-year of 1900—contd.

prepared by the railways not shown.

3' 2 1/2"														GAUGE.	
12 (a) & (b)	13 (b) to (d)	15	17	18	10 (f) to (i)	19		20	21	11 (c)	22	24	25	Class No.	Serial number.
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana Malwa.	Jodhpur section.	Bikaner section.	Udaipur Chitor.	Bhavnagar-Gondal-Junagad-Portbandar.	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half-years.	
28.84 28.28	13.57 14.52	5.99 6.28	16.90 16.19	3.72 2.99	62.37 62.28	3.40 3.51	36 37	69 61	5.86 5.40	2.22 3.81	27.20 27.20	22.15 22.18	29.17 29.69	1st half 2nd "	18
9.59 9.23	4.63 5.58	2.07 2.53	5.82 7.81	1.21 1.14	10.23 14.70	85 1.25	8 10	25 28	2.23 2.78	62 1.45	6.97 8.79	12.08 12.03	9.02 11.14	1st half 2nd "	19
19.25 19.06	8.91 8.94	3.92 4.34	11.08 8.38	2.59 1.85	52.11 47.58	2.55 2.26	28 28	44 33	3.62 2.62	1.60 2.16	20.23 18.42	10.07 10.55	19.24 18.55	1st half 2nd "	20
21.39 20.34	12.39 14.53	5.09 4.69	15.96 15.36	3.33 3.06	32.03 32.26	2.44 2.23	24 23	46 44	5.30 4.85	96 2.49	14.96 14.08	26.13 24.46	28.00 23.32	1st half 2nd "	21
628 694	391 446	93 111	709 821	87 92	1,048 1,124	78 90	12 17	11 13	172 162	38 94	527 629	903 919	651 693	1st half 2nd "	22
3.41 2.93	3.15 3.26	5.48 4.23	2.25 1.87	3.84 3.31	3.06 2.87	3.12 2.48	1.89 1.40	4.26 3.40	3.08 2.99	2.49 2.66	2.84 2.24	2.89 2.66	4.30 3.37	1st half 2nd "	23
1.765 1.648	387 403	120 130	360 343	108 121	960 752	40 24	6 6	13 15	163 143	42 107	867 729	707 677	780 759	1st half 2nd "	24
5.908 5.751	1.158 1.139	250 241	633 707	592 514	2,827 3,111	2.15 2.15	23 21	25 37	1,066 1,006	196 621	13,151 2,295	3,338 2,423	3,501 3,186	1st half 2nd "	25
...	3.083 5.574	...	1,602 1,822	236 228	8,757 9,722	...	...	49 75	1,015 609	...	...	...	...	1st half 2nd "	26
139,024 137,711	74,243 87,490	28,953 26,526	135,666 132,324	21,563 18,833	242,760 241,023	20,041 17,904	1,860 1,833	3,672 3,460	29,537 27,123	7,902 19,861	110,895 107,135	226,774 208,664	159,820 128,059	1st half 2nd "	27
146,608 145,110	79,771 94,836	29,323 20,947	139,260 135,196	22,499 19,696	255,304 250,008	20,296 18,143	1,889 1,860	3,761 3,588	31,831 28,881	8,140 20,589	114,913 110,158	230,870 211,764	164,102 132,004	1st half 2nd "	28
2,351 1,499	520 585	141 161	465 373	131 118	2,377 2,558	123 158	14 14	15 17	184 168	22 58	860 806	614 541	644 599	1st half 2nd "	29
11.48 11.14	13.82 13.64	15.28 15.19	12.87 12.48	25.93 26.82	13.54 13.04	18.00 18.00	18.00 18.00	17.92 18.00	11.15 11.11	11.54 11.57	11.36 11.16	11.72 11.52	14.17 14.54	1st half 2nd "	30
4.89 4.52	6.65 6.21	7.65 7.60	6.07 6.05	9.29 10.35	6.35 6.24	6.00 6.00	6.00 6.00	9.00 9.00	5.44 5.45	5.22 4.91	5.46 5.22	4.56 5.87	6.61 7.05	1st half 2nd "	31
...	3.19 3.11	...	3.07 3.06	3.50 4.00	2.98 2.98	...	...	3.00 3.00	4.00 5.64	...	...	...	...	1st half 2nd "	32
2.12 2.10	2.50 2.50	3.00 3.00	2.00 2.00	2.17 2.20	2.00 2.00	2.00 2.00	2.00 2.00	1.99 1.99	2.75 2.75	2.00 2.00	2.00 2.00	1.98 2.02	3.00 3.03	1st half 2nd "	33
2.34 2.30	2.65 2.64	3.09 3.10	2.06 2.06	2.48 2.58	2.13 2.12	2.07 2.07	2.10 2.09	2.11 2.15	2.92 2.95	2.13 2.14	2.16 2.13	2.05 2.09	3.13 3.20	1st half 2nd "	34
28.63 37.72	47.36 49.36	50.40 40.07	42.31 43.27	60.10 66.25	30.15 29.32	38.63 33.71	39.16 39.47	36.40 36.39	47.73 48.14	51.54 65.33	44.66 44.62	45.52 49.79	37.51 42.99	1st half 2nd "	35

sundry receipts, and leaving only the balance of payments to other lines for mileage, etc.  
converted into tons at the following rates, viz.:-

0.10 ton.
0.08 "
0.06 "

P. T. O.

## Analysis of working of each railway

NOTE.—These statistics are not

PARTICULARS.	GAUGE.											
	2' 6".											
	Class: No. Calendar year 1900 by half- years.	1	2 (a)	3	4	5	7	8	9 (a) to (e)	9 (f) to (i)	10 (a) to (e)	11 (a) to (i)
		East Indian.	Eastern Bengal.	Bengal Central.	Bengal- Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
<b>COACHING TRAFFIC—</b>												
<i>contd.</i>												
<b>UNITS AND UNIT- MILEAGE—concl'd.</b>												
Average number of units in a train—												
1st class . No.	1st half	1'53	1'69	0'40	1'25	1'21	1'61	1'51	2'27	1'98	2'17	2'36
	2nd "	1'34	1'51	0'51	0'89	1'46	1'28	1'35	2'21	1'83	1'71	2'15
2nd " "	1st half	4'41	3'41	2'51	1'61	2'91	4'63	3'86	7'97	5'52	14'31	11'02
	2nd "	4'38	3'10	2'94	2'91	3'06	4'27	4'06	8'05	4'80	11'98	13'71
3rd or intermediate class No.	1st half	14'43	17'12	8'06	3'42	1'81	10'32	12'44	• 11'31	122'67	26'52	24'78
	2nd "	13'97	17'03	10'09	3'96	2'30	9'67	13'67	• 12'53		28'11	
4th or lowest " "	1st half	205'81	163'31	159'44	306'28	262'77	167'99	107'40	† 111'82	112'52	192'82	214'46
	2nd "	150'89	150'84	183'10	243'76	233'13	143'71	176'33	† 114'07		181'68	
Total passenger units	1st half	226'18	185'53	170'41	312'56	268'70	184'55	215'21	133'37	140'17	235'82	256'56
	2nd "	210'58	172'28	201'84	251'52	240'01	158'93	195'41	130'86	119'15	223'49	229'62
Other coaching traffic Tons	1st half	3'03	1'26	1'13	2'01	1'27	1'38	1'93	2'88	2'78	2'97	3'31
	2nd "	3'64	1'49	1'36	1'85	1'27	1'44	2'70	2'52	1'95	2'73	2'18
<b>VEHICLES AND VEHICLE-MILEAGE—</b>												
Number of coaching vehicles (in thousands) hauled one mile—												
1st class Vehicle-miles	1st half	4,331	706	119	713	630	1,254	3,013	3,170	1,082	936	343
	2nd "	4,252	626	116	780	592	1,297	3,150	3,380	1,094	890	317
2nd " "	1st half	4,022	663	140	811	663	1,009	2,959	4,243	1,050	1,587	340
	2nd "	4,224	602	140	804	596	1,063	3,107	4,271	1,104	1,594	345
3rd or intermediate class Vehicle-miles	1st half	3,750	1,214	155	442	217	1,476	2,972	• 1,717	696	745	1,346
	2nd "	3,983	1,308	151	403	438	1,474	3,293	• 2,003	878	878	
4th or lowest " "	1st half	28,182	3,873	1,003	5,983	4,037	6,513	19,393	† 11,698	3,325	6,577	1,433
	2nd "	28,109	4,081	908	5,607	3,985	6,941	21,044	† 11,322	3,093	6,496	
Other vehicles	1st half	4,440	918	207	448	633	623	3,082	3,038	681	1,452	264
	2nd "	4,785	1,019	210	606	301	681	3,424	3,680	676	1,490	261
Brake-vans	1st half	4,663	587	185	885	630	1,553	4,259	3,824	956	1,000	256
	2nd "	5,503	579	143	951	640	1,724	4,610	3,864	963	1,072	274
Total	1st half	49,397	7,961	1,809	9,282	6,830	12,428	36,178	27,691	7,730	12,297	2,549
	2nd "	50,856	8,116	1,678	9,211	6,552	13,182	38,620	28,520	7,809	12,217	2,600
Average number of vehicles in a coaching train—												
1st class . No.	1st half	1'50	1'30	0'99	1'35	1'82	1'50	1'36	1'53	1'90	1'19	2'69
	2nd "	1'38	1'18	1'16	1'60	1'68	1'38	1'33	1'62	1'95	1'09	2'31
2nd " "	1st half	1'39	1'23	1'17	1'76	1'92	1'21	1'34	2'05	1'95	2'01	2'67
	2nd "	1'36	1'13	1'39	1'78	1'70	1'14	1'31	2'05	1'97	1'96	2'30
3rd or intermediate class No.	1st half	1'30	2'24	1'30	0'96	0'63	1'76	1'34	• 0'83	7'47	0'94	10'35
	2nd "	1'29	2'28	1'51	0'83	1'25	1'57	1'39	• 0'96		1'68	
4th or lowest " "	1st half	9'77	7'16	7'95	12'99	11'67	7'79	9'00	† 5'66	7'07	8'34	10'45
	2nd "	9'09	7'68	9'07	11'55	11'34	7'40	8'89	† 5'43		7'74	
Other vehicles	1st half	1'54	1'70	2'92	0'97	1'83	0'74	1'39	1'47	1'26	1'84	2'06
	2nd "	1'55	1'92	2'20	1'25	0'86	0'73	1'45	1'77	1'20	1'83	1'94
Brake-vans	1st half	1'62	1'08	1'54	1'92	1'88	1'86	1'93	1'85	1'78	1'27	2'00
	2nd "	1'78	1'09	1'42	1'96	1'82	1'84	1'94	1'85	1'71	1'32	2'00
Total	1st half	17'12	14'71	15'87	20'15	19'75	14'86	16'36	13'39	14'36	15'59	19'97
	2nd "	16'45	15'28	16'75	18'97	18'65	14'06	16'31	13'68	13'90	15'02	18'97
Average earnings per coach- ing vehicle per mile—												
1st class . Pies	1st half	15'49	17'05	5'62	10'57	10'22	12'41	12'01	16'27	11'34	17'91	14'45
	2nd "	14'78	15'31	6'26	7'87	13'10	10'59	10'71	14'89	10'18	15'11	14'08
2nd " "	1st half	20'30	18'20	15'91	9'34	10'19	19'92	14'47	17'96	14'68	32'69	20'38
	2nd "	21'37	18'59	15'56	10'01	12'41	20'39	14'46	17'13	13'05	29'43	25'70
3rd or intermediate class Pies.	1st half	36'34	23'18	21'85	10'51	12'76	19'75	27'87	• 40'85	• 56'20	83'07	47'81
	2nd "	35'74	23'05	23'14	13'93	8'59	26'64	29'59	• 39'09	• 37'97	77'78	
4th or lowest " "	1st half	52'89	56'43	45'19	47'11	55'56	54'22	49'58	† 37'56	† 44'69	52'13	42'50
	2nd "	52'65	48'84	61'25	46'89	50'88	48'81	44'84	† 40'53	† 42'83	54'08	
Other vehicles	1st half	58'26	35'66	25'32	79'37	31'12	75'89	43'87	68'67	81'09	50'12	61'11
	2nd "	71'91	39'30	25'28	61'65	67'01	78'44	53'51	49'80	61'75	48'25	42'46

\* Third class by mail trains.

† Third class by other than mail trains.

DIX 46—contd.

(by systems) during each half-year of 1900—contd.

prepared by the railways not shown.

12	3' 31"													Gauge.	Serial number.
	2 (b) to (d)	15	17	18	10 to (f) (i)	19		20	21	11 (c).	22	24	25	Class : No.	
Madras	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon	Rajputana-Malwa.	Jodhpur-Bikaner.	Jodhpur section.	Bikaner section.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Porbandar.	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half-years.
2'81 2'38	0'99 0'90	1'29 1'18	0'31 0'42	1'25 1'31	0'91 0'67	0'51 0'27	0'48 0'33	1'41 1'14	0'95 0'88	1'09 1'15	1'65 1'15	0'78 0'74	1'20 1'09	1st half 2nd "	36
9'42 8'29	2'96 3'07	2'70 2'17	0'89 0'86	6'83 5'55	2'70 2'77	2'75 2'38	1'74 1'27	2'35 2'90	6'19 6'21	5'09 6'63	5'08 3'65	3'75 2'64	5'38 4'60	1st half 2nd "	37
...	10'20 12'49	...	2'26 2'22	2'73 2'47	8'36 8'05	...	...	4'56 5'81	5'90 3'76	...	...	...	...	1st half 2nd "	38
221'53 198'56	190'08 196'00	311'97 239'42	192'69 161'14	248'85 203'61	231'64 216'28	255'80 198'63	149'90 111'04	343'28 266'83	171'84 167'37	204'96 212'13	210'57 170'27	251'13 227'13	245'40 184'79	1st half 2nd "	39
233'76 90'23	204'23 212'46	315'96 243'22	196'35 164'64	259'66 212'94	243'61 228'37	259'06 201'28	152'11 112'64	351'62 276'69	184'88 178'22	211'14 219'91	218'20 175'07	255'66 230'51	251'98 190'48	1st half 2nd "	40
3'75 2'16	1'33 1'31	1'53 1'45	0'66 0'45	1'51 1'28	2'27 2'28	1'58 1'75	1'12 0'85	1'46 1'35	1'07 1'04	0'58 0'62	1'63 1'28	0'68 0'59	0'90 0'86	1st half 2nd "	41
883 864	670 647	175 178	1,173 1,255	193 192	1,692 1,718	101 105	12 12	17 17	317 291	91 170	704 748	935 992	1,254 1,254	1st half 2nd "	42
1,050 1,025	593 594	174 176	964 1,131	176 150	1,572 1,607	100 99	14 16	14 15	424 394	90 164	860 873	1,174 1,229	1,781 1,675	1st half 2nd "	43
...	1,087 1,218	...	640 971	124 111	931 1,094	...	...	26 26	300 251	...	...	...	...	1st half 2nd "	44
5,759 6,025	4,769 5,335	1,760 1,749	10,087 11,321	1,576 1,533	15,951 16,937	1,234 1,222	123 147	235 232	2,063 1,807	349 880	7,892 8,038	12,638 12,838	10,056 10,186	1st half 2nd "	45
1,032 871	822 696	415 238	265 253	102 94	1,295 1,427	69 74	7 5	4 3	133 120	75 58	541 543	2,123 1,887	1,072 1,133	1st half 2nd "	46
...	460 447	149 111	1,215 1,482	161 181	2,986 3,067	234 246	31 32	50 49	477 415	77 187	1,044 1,253	5 342	834 911	1st half 2nd "	47
8,724 8,785	8,401 8,937	2,673 2,597	14,344 16,413	2,332 2,261	24,427 25,850	1,733 1,746	187 212	346 342	3,714 3,284	682 1,459	10,341 11,455	16,875 17,288	14,997 15,159	1st half 2nd "	48
1'41 1'25	1'72 1'45	1'88 1'61	1'66 1'53	2'22 2'07	1'61 1'53	1'29 1'17	0'97 0'71	1'58 1'33	1'85 1'80	2'36 1'82	1'34 1'19	1'03 1'08	1'92 1'81	1st half 2nd "	49
1'67 1'48	1'52 1'33	1'87 1'59	1'36 1'38	2'03 1'63	1'50 1'43	1'27 1'10	1'10 0'94	1'31 1'16	2'46 2'43	2'32 1'75	1'63 1'39	1'30 1'34	2'74 2'42	1st half 2nd "	50
...	2'78 2'73	...	0'90 1'18	1'43 1'20	0'89 0'97	...	...	2'45 1'98	1'74 1'58	...	...	...	...	1st half 2nd "	51
9'18 8'69	12'21 11'95	18'96 15'79	14'22 13'79	18'19 16'57	15'22 15'07	15'75 13'56	9'92 8'90	21'99 17'85	11'98 11'15	9'05 9'39	14'04 12'78	14'00 13'97	15'44 14'70	1st half 2nd "	52
1'64 1'25	2'10 1'56	4'48 2'59	0'37 0'34	1'19 1'02	1'24 1'27	0'88 0'82	0'60 0'33	0'35 0'22	0'77 0'74	1'94 0'62	1'03 0'86	2'35 2'05	1'65 1'63	1st half 2nd "	53
...	1'18 1'00	1'60 1'00	1'71 1'80	1'86 1'95	2'85 2'73	2'99 2'73	2'50 1'93	4'67 3'72	2'77 2'56	2'00 2'00	1'08 1'99	0'01 0'37	1'28 1'31	1st half 2nd "	54
13'90 12'67	21'51 20'02	28'79 23'44	20'22 19'99	26'92 24'44	23'31 23'00	22'18 19'30	15'09 12'81	32'38 26'35	21'57 20'26	17'67 15'58	20'02 18'21	18'69 18'81	23'03 21'87	1st half 2nd "	55
22'94 21'24	7'98 8'50	10'50 11'13	3'95 3'41	14'60 16'99	7'68 5'71	7'20 4'20	8'83 8'44	16'01 15'57	5'73 5'44	5'36 7'31	13'99 10'86	8'86 7'86	8'82 8'80	1st half 2nd "	56
27'52 25'39	12'96 14'32	11'00 10'39	3'98 3'78	31'24 31'34	11'43 12'08	12'96 12'99	9'46 8'07	16'10 22'37	13'68 13'93	11'44 18'60	20'01 13'74	13'16 11'58	12'99 13'41	1st half 2nd "	57
...	11'68 14'23	...	7'69 5'74	6'68 8'25	28'07 26'50	...	...	5'57 8'81	13'56 13'39	...	...	...	...	1st half 2nd "	58
51'09 48'06	38'92 41'00	49'36 45'49	27'10 23'37	29'68 27'01	30'48 28'70	32'49 29'30	30'24 24'95	31'08 29'74	39'44 41'28	45'28 45'17	29'90 26'65	35'61 32'76	47'66 38'15	1st half 2nd "	59
65'18 64'90	29'97 41'62	17'19 22'47	74'46 63'76	76'68 83'27	55'34 52'55	69'06 71'81	73'77 101'27	148'96 215'11	66'28 67'10	15'15 65'60	71'04 66'23	13'16 14'28	22'53 22'72	1st half 2nd "	60

# Appendix 46.

## Analysis.

APPEN

Analysis of working of each railway

NOTE.—These statistics are for

Serial number.	PARTICULARS.	GAUGE. Class: No.	5' 6"											
			1	2 (a)	3	4	5	7	8	9 (a) to (e)	9 (f) to (i)	10 (a) to (e)	11 (a) to (i)	
			Calen- dar year 1900 by half- years.	East Indian.	Eastern Bengal.	Bengal Central.	Bengal- Nagpur.	East Coast.	Oudh and Rohil- khand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guarant- eed State.
COACHING TRAFFIC— <i>contd.</i> VEHICLES AND VEHICLE- MILEAGE— <i>contd.</i> Carrying capacity hauled one mile (excluding brakes) (in thousands)—														
61	1st class . . . . .	Seats {	1st half	63,587	15,206	2,059	9,107	6,641	26,818	42,032	45,579	15,518	20,859	4,396
			2nd "	63,624	13,063	2,030	10,063	7,727	27,016	44,996	46,319	16,411	20,061	4,437
62	2nd " . . . . .	{	1st half	87,768	17,532	3,135	14,527	10,564	28,117	57,867	114,552	22,402	69,535	5,444
			2nd "	93,219	16,697	3,099	15,408	10,118	29,262	60,514	114,995	23,670	69,712	5,431
63	3rd or intermediate class "	{	1st half	188,489	63,824	8,285	17,051	3,587	52,558	99,145	86,128	40,708	48,752	78,952
			2nd "	199,478	63,126	8,607	15,598	11,580	52,547	109,973	104,024	39,204	49,025	83,948
64	4th or lowest " "	{	1st half	1,562,183	226,950	52,406	295,436	221,357	354,069	1,042,063	1,586,819	1,103,139	376,318	3,924
			2nd "	1,602,001	238,520	49,364	271,773	218,379	379,950	1,102,114	1,574,069	1,176,237	350,916	3,594
65	Other vehicles . . . . .	Tons {	1st half	43,746	8,818	3,407	3,078	4,092	14,234	34,277	16,319	5,109	7,243	4,031
			2nd "	43,335	9,805	3,181	3,845	5,603	15,314	38,915	20,237	5,822	7,433	5,007
Percentage of freight upon capacity hauled—														
66	1st class . . . . .	Per cent. {	1st half	6'93	6'02	2'34	6'33	6'30	5'01	7'76	16'28	6'85	8'22	7'01
			2nd "	6'53	5'32	2'34	4'28	6'65	4'23	7'09	9'96	6'27	6'94	7'39
67	2nd " . . . . .	{	1st half	14'51	10'52	9'58	5'10	9'53	13'76	14'75	14'39	13'27	16'23	14'03
			2nd "	14'52	10'49	9'51	9'18	10'64	13'08	15'88	14'59	11'38	13'98	12'34
68	3rd or intermediate class . . . . .	{	1st half	22'09	14'52	11'67	9'26	17'50	16'43	27'75	27'14	32'31	42'09	39'24
			2nd "	21'64	14'33	11'75	12'33	7'15	17'25	29'43	25'11	22'03	46'05	35'04
69	4th or lowest inter- mediate class . . . . .	{	1st half	38'02	38'94	36'62	47'76	41'06	39'69	41'89	139'40	130'17	40'41	35'04
			2nd "	35'50	33'59	38'18	43'33	37'50	35'45	37'88	141'43	129'48	42'10	35'04
70	Other vehicles . . . . .	{	1st half	20'02	7'71	3'93	30'04	10'74	8'10	12'47	36'48	29'84	32'29	8'37
			2nd "	25'65	8'09	4'28	23'33	7'95	8'79	16'44	25'93	18'85	29'85	5'97
WEIGHT OF TRAIN AND TON-MILEAGE— Gross ton-mileage of all coaching trains (in thou- sands)—														
71	Freight . . . . .	{	1st half	48,349	6,777	1,370	9,600	6,053	10,547	33,130	23,016	6,124	13,792	2,425
			2nd "	50,737	6,344	1,356	8,267	5,547	10,411	34,477	22,888	5,207	13,373	2,235
72	Dead weight . . . . .	{	1st half	663,366	116,988	24,792	116,479	99,649	182,382	511,703	445,931	123,075	185,779	33,870
			2nd "	689,822	118,146	21,877	116,546	98,763	206,800	546,450	463,087	126,034	185,836	36,004
73	Total . . . . .	{	1st half	711,715	123,765	26,162	126,079	105,702	192,929	544,833	468,947	129,199	199,571	36,296
			2nd "	740,559	124,490	23,233	124,813	104,310	217,211	580,927	485,975	131,241	199,209	38,319
Average weight of a coaching train—														
74	Freight . . . . .	Tons {	1st half	16'75	12'53	11'43	20'84	17'50	12'61	14'98	11'13	11'37	17'49	19'03
			2nd "	16'41	11'94	13'54	17'03	15'79	11'11	14'56	10'98	9'27	16'45	16'30
75	Dead weight . . . . .	{	1st half	229'88	216'20	206'82	252'86	288'10	218'02	231'41	215'67	228'61	235'57	265'71
			2nd "	223'16	222'43	218'31	240'14	281'11	220'64	230'79	222'09	224'45	228'54	263'16
76	Total . . . . .	{	1st half	246'63	228'73	218'25	273'70	305'60	230'63	246'39	226'80	239'08	253'06	284'74
			2nd "	239'57	234'37	231'85	257'17	296'90	231'75	245'35	233'07	233'72	244'99	279'46
COST OF WORKING AND PROFIT—														
77	Average cost of haul- ing a coaching train one mile	R {	1st half	0'02	1'66	1'31	0'93	1'53	1'20	1'46	1'24	1'05	1'86	1'40
			2nd "	1'00	1'29	1'44	1'34	1'40	1'27	1'61	1'49	1'34	1'87	1'07
78	Average cost of haul- ing a coaching vehi- cle with its load one mile . . . . .	Pies {	1st half	11'42	23'39	18'50	9'86	16'48	17'74	19'45	20'58	16'05	24'94	14'95
			2nd "	13'09	17'48	18'03	15'11	15'97	19'96	21'50	24'15	21'16	26'21	12'11
79	Average cost of hauling a coaching unit one mile— Per passenger unit . . . . .	Pies {	1st half	0'71	1'48	1'28	0'54	1'00	1'18	1'19	1'53	1'30	1'35	0'94
			2nd "	0'81	1'22	1'20	0'95	1'05	1'45	1'42	1'77	1'96	1'42	0'81
80	Other traffic per ton . . . . .	{	1st half	5'60	35'12	28'48	4'73	19'85	8'73	13'24	11'62	7'31	13'37	8'76
			2nd "	5'66	25'18	24'70	9'21	13'04	9'21	11'35	17'33	12'43	15'08	9'43
81	Average profit on working a coaching train one mile . . . . .	R {	1st half	2'75	1'26	1'68	2'88	2'38	1'70	1'56	0'89	1'58	1'75	2'37
			2nd "	2'57	1'53	2'12	2'10	2'19	1'28	1'26	0'62	0'82	1'59	2'17
Average profit on working a coaching vehicle one mile—														
82	1st class . . . . .	Pies {	1st half	4'07	—6'34	—12'88	0'71	—6'26	—5'33	—7'44	—4'31	—4'71	—7'03	—0'58
			2nd "	1'69	—2'17	—11'77	—7'24	—2'87	—9'37	—10'79	—9'26	—10'98	—11'10	1'06
83	2nd " . . . . .	{	1st half	8'88	—5'19	—2'59	—0'52	—6'29	—2'18	—4'98	—2'62	—1'37	7'75	5'45
			2nd "	8'28	1'11	—2'47	—5'10	—3'56	0'43	—7'04	—7'02	—8'11	3'22	10'08
84	3rd or intermediate class . . . . .	{	1st half	24'98	—0'21	3'35	0'65	—3'72	2'01	8'42	20'27	40'15	59'05	32'56
			2nd "	22'65	5'57	5'11	1'18	—7'38	0'68	8'09	14'94	16'81	51'57	30'38
85	4th or lowest inter- mediate class . . . . .	{	1st half	41'47	33'04	26'69	37'25	39'08	36'48	30'13	116'99	128'64	27'69	46'17
			2nd "	39'56	31'36	44'22	31'78	34'91	28'85	23'34	116'38	121'07	27'87	30'34
86	Other vehicles . . . . .	{	1st half	46'84	12'27	6'82	69'51	14'64	58'15	24'42	48'09	68'04	15'18	46'17
			2nd "	58'82	21'82	7'25	40'54	51'04	58'48	32'01	25'65	40'59	22'04	30'34

\* Third class by mail trains.

† Third class by other than mail

trains.

## DIX 46—contd.

(by systems) during each half-year of 1900—contd.

prepared by the railways not shown.

Appendix 46.  
Analysis.

3' 31"														GAUGE.	
12	2 (b) to (d)	15	17	18	10 (f) to (i)	19		20	21	11 (c)	22	24	25	Class : No.	Serial number.
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.	Jodhpur section.	Bikaner section.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagadh-Forbandar.	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	
														Calendar year 1900 by half-year.	
10,538 10,212	7,157 27,906	1,565 1,596	11,367 12,207	2,311 2,304	17,820 18,198	1,182 1,237	141 169	207 211	3,345 3,067	1,331 2,594	5,654 6,012	8,052 8,616	10,080 10,250	1st half 2nd "	61
20,072 19,659	7,010 7,079	2,728 2,760	15,244 17,795	2,111 1,805	20,416 21,062	1,191 1,187	150 139	169 166	5,682 5,195	2,069 3,749	10,814 10,957	14,908 13,631	23,703 22,039	1st half 2nd "	62
...	18,839 21,338	...	14,403 22,183	2,698 2,326	25,044 29,155	...	...	630 616	5,882 3,360	...	...	...	...	1st half 2nd "	63
208,023 312,696	149,359 165,117	63,325 62,064	306,685 333,196	55,839 18,944	525,598 562,263	39,202 39,053	3,087 4,759	6,784 6,681	62,318 53,884	16,811 39,088	236,016 257,252	393,424 399,351	291,950 297,659	1st half 2nd "	64
4,588 3,764	3,584 3,023	2,200 1,410	694 1,738	494 501	8,186 9,028	553 585	50 54	15 12	481 436	671 339	1,509 1,515	4,434 4,614	5,044 5,337	1st half 2nd "	65
16'75 16'13	5'41 5'10	7'67 8'17	3'16 2'81	4'69 5'28	5'38 4'13	3'41 1'98	4'21 3'27	7'30 7'01	4'88 4'65	3'17 4'15	15'34 12'11	8'78 7'85	7'78 7'40	1st half 2nd "	66
20'44 29'76	16'51 19'34	9'17 8'73	4'15 3'97	28'03 28'45	13'85 14'77	18'06 18'10	14'35 15'03	14'85 22'60	18'75 19'37	9'49 16'50	29'14 20'95	22'73 15'50	14'77 14'46	1st half 2nd "	67
...	21'14 26'12	...	11'12 8'21	8'76 9'80	34'97 33'35	...	...	7'74 12'23	17'26 18'11	...	...	...	...	1st half 2nd "	68
46'51 44'04	49'71 52'99	45'73 42'13	44'56 39'71	38'62 99'41	46'19 43'22	51'12 45'84	46'77 38'53	54'13 51'79	47'48 50'34	47'00 50'81	46'09 41'65	57'64 52'25	54'74 43'02	1st half 2nd "	69
51'23 39'81	14'52 19'35	6'43 11'44	67'07 21'49	26'49 23'63	29'03 28'33	22'34 27'04	23'84 25'79	102'30 147'78	38'36 38'50	3'31 17'18	57'02 53'20	13'84 11'73	12'77 11'22	1st half 2nd "	70
11,341 10,386	5,345 5,734	1,911 1,788	8,849 8,513	1,497 1,315	17,790 18,047	1,347 1,252	128 126	242 234	2,122 1,926	516 1,310	7,853 7,491	14,562 13,322	10,391 11,174	1st half 2nd "	71
117,206 122,619	61,506 62,425	21,877 22,051	98,322 115,223	15,690 15,034	151,646 163,935	13,059 13,567	1,567 1,853	2,584 2,645	23,099 21,498	7,424 16,799	80,082 88,866	127,584 130,591	99,409 100,783	1st half 2nd "	72
128,637 132,405	66,851 68,159	23,788 23,839	107,171 123,736	17,187 16,349	169,436 181,982	14,406 14,819	1,695 1,979	2,826 2,879	26,121 23,424	7,940 18,109	87,935 96,357	142,146 143,913	110,000 111,957	1st half 2nd "	73
18'07 14'97	13'69 12'84	20'59 16'14	12'47 10'37	17'28 14'22	16'98 16'06	15'62 13'89	10'30 7'64	22'66 18'06	12'33 11'89	13'39 13'99	14'91 11'91	16'12 14'50	16'26 16'12	1st half 2nd "	74
186'01 175'94	157'47 139'85	235'74 199'03	138'63 140'31	181'08 162'54	144'70 145'90	166'67 150'51	125'97 112'29	241'54 204'02	139'10 132'66	192'58 179'43	152'06 141'23	141'29 142'15	132'64 145'43	1st half 2nd "	75
204'98 190'91	171'16 152'69	256'33 215'17	151'10 150'68	198'36 176'76	161'68 161'96	182'29 164'40	136'27 119'93	264'20 222'08	151'72 144'55	205'97 193'42	166'97 153'14	157'41 156'65	168'90 161'55	1st half 2nd "	76
1'53 1'33	1'19 1'25	2'23 2'28	0'82 0'95	1'40 1'24	0'38 1'31	1'08 1'39	0'65 0'58	2'31 2'15	1'29 1'72	1'60 1'55	1'32 1'40	1'34 1'31	1'52 1'61	1st half 2nd "	77
21'10 20'17	11'20 12'62	15'73 19'55	8'51 10'05	10'73 10'55	9'16 12'39	10'86 16'01	9'06 10'17	16'00 18'35	13'22 16'62	19'61 21'96	14'10 16'54	13'74 13'63	13'45 15'02	1st half 2nd "	78
1'11 1'10	0'08 0'09	1'13 1'60	0'78 1'09	0'99 1'05	0'72 1'02	0'26 1'24	0'78 0'94	1'23 1'46	1'28 1'76	1'35 1'30	1'10 1'45	0'88 0'97	1'08 1'50	1st half 2nd "	79
9'15 11'30	20'06 22'11	42'38 33'37	5'31 7'30	8'28 10'59	5'96 7'97	7'06 9'18	5'79 5'18	5'83 5'42	10'25 15'48	38'97 19'07	9'32 11'74	45'80 46'32	20'43 23'62	1st half 2nd "	80
1'88 1'60	1'06 2'01	3'25 1'95	1'43 0'92	2'44 2'07	2'08 1'56	2'04 1'09	1'24 0'82	1'95 1'25	1'79 1'27	0'89 1'11	1'52 0'84	1'55 1'35	2'78 1'76	1st half 2nd "	81
1'84 1'07	—3'22 —4'12	—5'23 —8'42	—4'56 —6'64	3'87 6'44	—1'48 —6'68	—3'66 —11'81	—1'13 —1'73	0'01 —2'78	—7'49 —13'18	—14'26 —14'65	—0'11 —5'68	4'88 —5'77	—4'63 —6'22	1st half 2nd "	82
6'42 5'22	1'76 1'70	—4'73 —9'16	—4'53 —6'27	20'51 24'79	2'27 0'31	2'10 —3'02	—0'50 —2'10	0'10 4'02	0'46 —4'69	—8'17 —3'36	5'91 —2'80	0'58 —8'05	—0'46 —1'61	1st half 2nd "	83
...	0'48 1'61	...	—0'82 —4'31	—4'05 —2'30	18'91 14'11	...	...	—10'43 —9'54	0'34 —5'23	...	...	...	...	1st half 2nd "	84
29'99 27'89	27'72 28'38	33'62 25'94	18'59 13'32	18'95 16'40	21'32 16'31	21'63 13'39	20'28 14'78	15'93 11'39	26'22 22'66	25'67 23'21	15'89 10'11	21'87 23'73	34'21 23'73	1st half 2nd "	85
44'08 44'78	18'77 20'00	1'46 2'22	65'95 53'71	65'95 72'72	46'8 40'16	58'20 55'80	63'81 91'10	137'96 196'76	53'06 48'48	—4'46 43'64	56'94 49'69	0'58 0'65	9'08 7'70	1st half 2nd "	86

# Appendix 46.

## Analysis.

APPEN

### Analysis of working of each railway

NOTE.—These statistics are in

Serial number.	PARTICULARS.	GAUGE. Class : No.	5' 6"										
			1	2 (a).	3	4	5	7	8	9 (a) to (e)	10 (a) to (e)	11 (a) to (e)	12 (a) to (e)
			East Indian.	Eastern Bengal.	Bengal Central.	Bengal-Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
COACHING TRAFFIC—concl. Cost of Working and Profit—concl. Average profit on working a coaching unit one mile—													
87	Per passenger unit Pies	1st half 2nd "	2'01 1'92	1'22 1'49	1'83 1'92	1'55 1'37	1'58 1'58	1'53 1'27	1'22 1'00	0'78 0'55	1'34 0'90	1'19 1'16	1'20 1'33
88	Other traffic per ton "	1st half 2nd "	23'99 24'92	13'02 25'31	10'04 16'17	33'70 32'46	24'98 32'28	32'26 30'47	18'40 17'30	23'43 17'61	31'03 25'63	17'73 17'31	29'40 27'75
GOODS TRAFFIC. GROSS RECEIPTS AND TRAIN MILEAGE— (In thousands.)													
89	Receipts from goods traffic R	1st half 2nd "	26,035 21,868	19,935 40,21	1,73 3,53	61,73 28,89	15,85 16,83	32,99 28,74	1,05,000 90,98	1,44,002 1,08,57	5,148 3,269	8,805 56,29	24,07 18,46
90	Good train-miles run No.	1st half 2nd "	5,282 4,925	403 521	78 126	1,498 875	8616 671	894 767	2,675 2,387	3,077 2,256	969 747	1,159 726	468 410
91	Average goods receipts per train-mile R	1st half 2nd "	4'93 4'44	4'95 7'04	2'22 2'80	4'19 3'30	2'57 2'49	3'69 2'96	3'93 3'81	4'68 4'81	5'31 4'38	7'39 7'76	4'81 4'51
UNITS AND UNIT-MILEAGE— (In thousands.)													
92	Tons of goods carried one mile.	1st half 2nd "	1,065,112 939,196	60,156 85,448	5,446 10,474	262,115 121,576	78,972 83,076	112,493 77,796	384,343 311,832	425,582 291,659	155,446 102,967	228,034 146,820	84,002 62,798
93	Average sum received for carrying a ton one mile Pies	1st half 2nd "	4'69 4'47	6'37 9'03	6'10 6'47	4'60 4'56	3'85 3'75	5'63 5'61	5'25 5'60	6'50 7'15	6'36 6'10	7'41 7'36	5'39 5'65
94	Average number of tons in a train Tons	1st half 2nd "	201'64 190'59	149'22 149'61	69'75 83'03	174'94 138'92	128'17 123'88	125'71 101'41	143'68 130'63	138'30 129'27	160'39 137'90	196'75 202'35	168'65 153'19
VEHICLES AND VEHICLE-MILEAGE— Number of goods vehicles hauled one mile— (In thousands.)													
95	Loaded . Vehicle-miles	1st half 2nd "	99,403 87,532	11,001 13,230	865 1,772	24,350 13,698	7,332 7,990	16,970 12,790	48,018 42,581	53,123 39,903	17,311 12,331	31,581 18,601	7,211 6,305
96	Empty . "	1st half 2nd "	48,543 45,600	2,203 7,820	455 1,240	15,915 7,385	4,247 4,801	6,224 4,200	11,245 11,088	11,245 16,729	10,178 7,148	16,852 9,345	6,305 4,151
97	Brake-vans "	1st half 2nd "	4,864 4,430	403 585	88 98	2,516 1,617	796 835	1,128 1,076	3,420 3,122	5,589 4,111	1,826 1,414	1,138 619	89 89
98	Total . "	1st half 2nd "	152,812 137,562	11,667 21,635	1,408 3,116	42,781 22,700	12,375 13,629	23,623 18,072	66,683 56,791	81,591 60,534	29,514 29,915	49,571 28,565	14,516 11,695
Average number of vehicles in a goods train—													
99	Freight vehicles . No.	1st half 2nd "	28'01 27'02	27'94 36'86	16'91 23'92	26'87 24'00	18'79 19'07	25'14 22'16	23'65 22'48	24'70 25'01	28'57 26'12	41'79 38'52	27'32 27'17
100	Brake-vans . "	1st half 2nd "	0'99 0'90	1'00 1'02	1'12 0'77	1'68 1'85	1'29 1'25	1'26 1'40	1'28 1'31	1'82 1'82	1'88 1'89	0'98 0'85	1'99 2'02
101	Total . "	1st half 2nd "	28'93 27'92	28'94 37'88	18'03 24'69	28'55 25'94	20'08 20'32	26'40 23'56	24'93 23'79	26'52 26'83	30'45 29'91	42'77 39'37	29'14 29'19
102	Average earnings per goods vehicle per mile (excluding brakes) Pies	1st half 2nd "	11'77 31'54	34'01 36'67	25'16 22'47	29'91 26'31	26'28 24'36	28'17 25'69	31'87 32'54	36'38 36'95	35'69 32'19	34'90 38'68	34'09 31'88
103	Carrying capacity hauled one mile (excluding brakes) Tons	1st half 2nd "	2,002,164 1,898,848	130,062 243,442	21,798 44,991	558,616 296,943	180,007 192,130	248,980 190,149	805,181 684,900	1,016,024 799,791	358,210 232,574	594,823 119,352	172,339 141,598
104	Percentage of freight upon capacity hauled Per cent.	1st half 2nd "	50'91 40'46	46'25 35'10	24'98 23'76	46'92 40'94	43'87 43'02	45'19 40'91	47'68 45'53	41'80 36'79	43'40 40'77	58'12 45'34	48'77 44'35
105	Average load of a goods vehicle (including both loaded and empty) Tons	1st half 2nd "	7'20 7'05	5'34 4'06	4'13 3'47	6'51 5'77	6'82 6'49	5'00 4'58	6'08 5'81	5'60 5'17	5'61 5'28	4'71 5'15	6'19 5'46
106	Average load of a loaded goods vehicle . "	1st half 2nd "	10'71 10'73	6'68 6'46	6'30 5'91	10'76 8'88	10'77 8'88	6'91 6'08	8'00 7'32	8'01 7'35	8'88 8'34	7'23 7'89	11'16 9'23
WEIGHT OF TRAIN AND TON-MILEAGE— Gross ton-mileage of all goods trains— (In thousands.)													
107	Freight . Tons	1st half 2nd "	1,065,112 939,196	60,156 85,448	5,446 10,474	262,115 121,576	78,972 83,076	112,493 77,796	384,343 311,832	425,582 291,659	155,446 102,967	228,034 146,820	84,002 62,798
	" "	1st half 2nd "	1,308,092 1,189,541	107,788 191,291	15,193 32,505	392,716 215,441	143,329 157,135	200,244 169,817	651,535 562,326	768,416 570,208	210,742 210,604	397,064 231,571	138,215 115,468
	" "	1st half 2nd "	2,374,204 2,128,737	167,944 276,739	20,639 42,979	654,831 337,017	222,301 240,213	312,739 240,613	1,035,878 874,158	1,193,988 861,867	446,188 313,571	625,068 378,391	222,257 177,266



DIX 46—contd.

(by systems) during each half-year of 1900—contd.

prepared by the railways not shown.

3' 38".														GAUGE.	Serial number.
13	2 (b) to (d)	15	17	18	10 (f) to (i).	19		20	21	11 (c)	22	24	25	Class : No.	
Madras	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon	Rajputana-Malwa.	Jodhpur-Bikaner.		Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Forbandar	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half-years.	
						Jodhpur section.	Bikaner section.								
1'23 1'20 19'48 26'42	1'67 1'05 26'40 27'45	1'94 1'50 8'02 6'70	1'28 0'97 37'00 35'97	1'49 1'53 51'82 55'66	1'41 1'10 24'39 21'35	1'31 0'83 31'57 24'53	1'32 1'15 33'37 34'29	0'88 0'69 30'57 30'97	1'64 1'19 36'78 32'66	0'78 0'84 12'57 46'26	1'06 0'68 35'34 32'88	1'17 1'12 0'28 3'47	2'05 1'70 17'08 12'37	1st half 2nd ,, 1st half 2nd ,,	87 88
34'07 35'20 712 777 4'70 4'53	17'75 24'49 580 692 3'06 3'54	3'12 3'59 205 190 1'53 1'89	26'04 14'02 859 677 3'03 2'07	5'16 3'32 225 171 2'29 1'90	1,28,77 8,555 3,107 2,089 4'07 4'10	7'64 3'67 210 1'36 3'63 2'70	83 48 39 17 43 1'12	1,51 75 25 17 6'03 4'37	8,61 4,24 228 123 3'78 3'46	2,73 4,02 121 204 2'26 1'98	31,63 24,25 1,271 1,065 2'49 2'28	19,11 20,63 699 733 2'73 2'81	31,29 25,78 1,050 1,020 2'98 2'53	1st half 2nd ,, 1st half 2nd ,, 1st half 2nd ,,	89 90 91
77,276 80,965 8'46 8'35 148'51 104'15	42,730 48,888 7'98 9'62 73'60 70'68	15,130 15,583 3'97 4'43 73'84 81'76	87,595 48,780 5'71 5'52 101'89 72'08	14,512 10,070 6'84 6'34 64'34 57'52	385,147 260,871 6'42 6'30 121'02 124'90	17,258 11,435 8'50 6'17 82'05 84'00	2,347 2,247 6'83 4'12 59'47 51'99	1,727 1,171 16'81 12'24 68'88 68'56	13,667 7,286 12'09 11'18 59'97 59'35	6,299 8,653 8'32 8'93 52'23 42'45	96,951 73,307 6'26 6'35 76'23 68'82	42,912 44,925 8'55 8'82 61'38 61'29	84,509 70,904 7'11 6'97 80'45 69'57	1st half 2nd ,, 1st half 2nd ,, 1st half 2nd ,,	92 93 94
12,590 12,958 4,270 4,761 2,731 3,010	11,712 10,562 2,835 3,671 655 820	3,935 2,974 1,640 1,678 366 272	15,448 10,694 6,497 5,287 1,012 880	2,769 2,010 1,384 1,039 313 275	71,530 48,649 31,032 18,990 2,681 1,875	3,055 1,816 1,966 1,007 110 50	321 298 278 250 18 18	379 23 309 210 9 3	3,717 1,924 2,372 1,098 157 72	1,408 2,089 938 953 209 351	20,653 16,643 8,295 6,513 1,748 1,443	10,104 10,806 2,905 3,363 283 401	19,641 17,226 8,073 7,006 1,349 1,321	1st half 2nd ,, 1st half 2nd ,, 1st half 2nd ,,	95 96 97
19,591 20,729	15,202 15,653	5,941 4,924	22,957 16,861	4,466 3,324	105,743 69,514	5,131 2,873	617 566	697 444	6,246 3,094	2,555 3,393	30,696 24,599	13,392 14,570	29,063 25,553	1st half 2nd ,,	98
23'68 22'80 3'83 3'87	25'05 20'58 1'13 1'18	27'21 24'41 1'78 1'43	25'53 23'61 1'18 1'30	18'41 17'42 1'39 1'57	32'38 32'38 0'85 0'90	23'87 20'74 0'52 0'37	15'18 12'67 0'47 0'43	27'45 25'85 0'34 0'17	26'72 24'62 0'69 0'59	19'67 14'92 1'70 1'72	22'76 21'74 1'38 1'35	18'61 19'33 0'55 0'55	26'38 23'76 1'28 1'29	1st half 2nd ,, 1st half 2nd ,,	99 100
27'51 26'67	26'18 21'76	28'09 25'84	26'71 24'91	19'80 16'99	33'23 33'28	24'39 21'11	15'65 13'10	27'79 26'02	27'41 25'21	21'37 16'64	24'14 23'09	19'16 19'88	27'66 25'05	1st half 2nd ,,	101
38'80 38'15	23'44 33'04	10'76 14'85	22'79 16'85	23'90 20'95	24'11 24'28	29'22 24'98	26'76 16'92	42'18 32'47	27'13 26'96	22'33 25'42	20'98 20'11	28'20 27'95	21'68 20'43	1st half 2nd ,,	102
20,584 12,041	70,240 93,948	40,842 37,133	177,947 129,940	33,730 25,656	750,715 494,056	36,896 20,774	4,537 4,175	5,014 3,186	35,753 17,974	21,513 27,447	104,631 155,886	83,932 91,482	192,449 168,338	1st half 2nd ,,	103
38'53 38'18	53'94 52'04	37'04 41'97	49'23 37'54	43'02 39'25	51'30 52'80	46'77 55'04	51'73 53'82	34'43 36'73	38'23 40'54	24'63 31'53	49'81 47'03	51'13 49'11	43'91 42'16	1st half 2nd ,,	104
4'58 4'57 6'14 6'25	2'94 3'43 3'65 4'63	2'71 3'35 3'85 5'24	3'99 3'05 5'67 4'56	3'49 3'30 5'24 5'01	3'76 3'86 5'38 5'36	3'44 4'05 5'65 6'30	3'92 4'10 7'31 7'55	2'50 2'65 4'55 5'05	2'24 2'41 3'68 3'79	2'68 2'84 4'47 4'14	3'35 3'17 4'69 4'40	3'30 3'17 4'25 4'16	3'05 2'91 4'30 4'12	1st half 2nd ,, 1st half 2nd ,,	105 106
7,277 0,965 0,953 2,443	42,740 48,888 86,315 60,378	15,131 15,583 29,929 25,328	87,595 48,780 116,319 83,941	14,512 10,071 20,908 16,411	385,147 260,871 478,316 327,951	17,258 11,435 25,951 15,378	2,347 2,247 3,530 3,507	1,727 1,171 3,358 2,205	13,667 7,246 28,817 14,735	6,299 8,654 14,250 20,706	96,951 73,307 158,186 128,671	42,913 44,925 75,654 81,280	84,510 70,904 128,735 115,418	1st half 2nd ,, 1st half 2nd ,,	107 108
8,230 3,408	129,055 109,266	45,070 40,911	203,914 132,777	35,420 26,482	863,463 588,822	43,209 26,813	5,877 5,754	5,085 3,376	42,484 22,021	20,549 29,360	255,137 201,078	118,567 26,305	213,241 186,382	1st half 2nd ,,	109

# Appendix 46.

## Analysis.

APPEN

### Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE. Class : No.	5' 6"										
			1	2 (a)	3	4	5	7	8	9 (a) to (e)	9 (f) to (j)	10 (a) to (e)	11 (a) & (b)
			East Indian.	Eastern Bengal.	Bengal Central.	Bengal Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
	GOODS TRAFFIC—concl'd.												
	WEIGHT OF TRAIN AND TON-MILEAGE—concl'd.												
	Average weight of a goods train—												
110	Freight . . . Tons	1st half	201'64	149'22	69'75	174'94	128'17	125'71	143'68	138'30	160'39	196'73	168'63
		2nd "	190'59	149'61	83'03	138'92	123'88	101'41	130'63	129'27	137'90	201'35	153'19
111	Dead-weight, . . "	1st half	247'82	267'37	194'57	262'11	232'61	223'77	243'57	249'72	299'08	342'59	277'53
		2nd "	241'39	334'93	258'47	246'18	234'32	212'24	235'57	252'73	282'06	319'15	280'77
112	Total . . . "	1st half	449'46	416'59	264'32	437'05	360'78	349'48	387'25	388'02	460'37	539'34	446'18
		2nd "	431'98	484'54	341'50	385'10	358'20	313'65	366'20	382'00	419'96	521'50	413'96
	COST OF WORKING AND PROFIT.												
113	Average cost of hauling a goods train one mile	1st half	1'68	3'02	1'58	1'48	1'81	1'82	2'30	2'12	2'02	3'07	2'19
		2nd "	1'80	2'67	2'11	2'00	1'69	1'72	2'40	2'44	2'41	3'98	1'66
114	Average cost of hauling a goods vehicle with its load one mile	1st half	11'52	20'78	17'06	10'58	18'51	13'90	18'66	16'45	13'56	18'22	15'48
		2nd "	12'81	13'91	16'94	15'98	17'00	14'90	20'50	18'72	17'75	19'85	11'76
115	Average cost of hauling a goods unit (vis., one ton) one mile	1st half	1'60	3'89	4'35	1'62	2'71	2'78	3'07	2'94	2'41	3'87	2'50
		2nd "	1'82	3'43	4'89	2'77	2'62	3'26	3'53	3'62	3'36	3'78	2'08
115a	Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum	1st half	3'21	7'12	8'59	4'15	6'08	6'05	7'44	5'22	4'86	6'23	4'61
		2nd "	3'60	6'15	7'89	7'60	6'10	7'31	8'47	6'83	6'73	6'98	4'80
116	Average profit on working a goods train one mile	1st half	3'25	1'93	0'64	2'71	0'76	1'87	1'63	2'56	3'29	3'62	2'64
		2nd "	2'64	4'37	0'69	1'30	0'73	1'24	1'41	2'37	1'97	3'78	2'85
117	Average profit on working a goods vehicle with its load one mile	1st half	22'27	13'23	7'20	19'53	7'77	14'27	13'21	19'03	22'13	16'68	18'61
		2nd "	18'73	22'76	7'53	10'33	7'36	10'79	12'04	18'23	14'44	18'83	20'12
118	Average profit on working a goods unit (vis., one ton) one mile	1st half	3'09	2'48	1'74	2'98	1'14	2'85	2'18	3'56	3'95	3'54	3'00
		2nd "	2'65	5'60	1'58	1'79	1'13	2'35	2'07	3'53	2'74	3'58	3'57
	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.												
	Percentage on Total Earnings—												
119	Coaching traffic .Per cent	1st half	28'50	40'84	59'03	21'51	43'75	37'99	37'70	22'07	21'30	24'61	16'38
		2nd "	32'99	26'11	49'18	34'72	42'66	45'03	41'49	28'45	26'51	32'61	19'04
120	Goods traffic . . "	1st half	70'02	51'55	28'46	76'84	51'22	51'74	59'22	75'09	77'39	76'07	82'07
		2nd "	65'35	69'99	48'67	60'05	54'95	42'93	55'61	70'27	71'37	65'16	79'18
121	Sundries, including telegraph . . "	1st half	1'12	7'43	12'51	1'65	3'64	10'27	2'81	1'94	1'31	—0'68	1'55
		2nd "	1'26	3'90	2'51	5'23	2'09	12'04	2'89	1'28	2'12	2'23	1'78
122	Steam-boat earnings . . . "	1st half	0'36	0'18	...	...	1'39	...	0'27	...	...	...	...
		2nd "	0'40	...	...	...	0'30	...	0'01	...	...	...	...
	TOTAL . . . "	1st half	100'00	100'00	100'00	100'00	100'00	100'00	100'00	100'00	100'00	100'00	100'00
		2nd "	100'00	100'00	100'00	100'00	100'00	100'00	100'00	100'00	100'00	100'00	100'00
	Percentage of Working Expenses on Total Earnings—												
123	Maintenance .Per cent	1st half	7'83	19'07	14'77	7'66	13'48	12'22	11'59	7'29	7'10	13'44	19'75
		2nd "	10'38	10'27	13'75	12'36	16'43	15'93	10'03	10'35	12'47	15'17	9'39
124	Locomotive expenses . . . "	1st half	9'98	13'13	11'57	11'12	19'19	19'02	23'92	21'80	25'58	18'28	10'67
		2nd "	10'88	9'18	10'54	15'63	18'74	14'18	24'02	24'61	21'82	18'42	11'64
125	Carriage and wagon expenses . . "	1st half	2'90	5'46	0'88	2'22	3'21	4'97	4'80	5'05	2'92	8'09	2'02
		2nd "	3'17	4'41	3'19	3'67	3'18	6'93	4'42	5'43	4'76	6'11	3'16
126	Traffic expenses . . . "	1st half	6'20	12'88	11'92	5'54	10'33	7'63	8'62	8'68	5'13	5'73	4'61
		2nd "	6'75	10'68	10'77	9'16	8'67	10'00	9'58	10'10	7'56	7'20	6'20
127	General charges . . . "	1st half	2'87	5'11	12'15	4'91	6'78	3'96	4'30	3'71	4'37	2'16	4'33
		2nd "	3'44	3'32	10'26	8'39	6'89	4'79	4'64	4'62	6'37	4'29	5'60
128	Miscellaneous expenses . . . "	1st half	2'37	2'19	7'29	2'28	1'81	1'74	1'59	2'04	4'12	3'11	3'50
		2nd "	2'43	2'49	10'28	2'93	1'77	1'85	1'64	1'84	4'92	1'35	1'28
129	Steam-boat expenses . . . "	1st half	0'28	0'50	...	...	1'27	...	0'15	...	...	...	...
		2nd "	0'33	0'27	...	...	0'46	...	0'15	...	...	...	...
130	TOTAL WORKING EXPENSES . . . "	1st half	32'43	58'34	58'58	33'73	56'07	49'54	55'16	48'57	30'22	51'71	44'90
		2nd "	37'38	40'62	58'79	52'13	56'14	53'68	60'48	56'95	57'95	52'54	37'27

## DIX 46—contd.

(by systems) during each half-year of 1900—contd.

prepared by the railways not shown.

3' 38"														GAUR.	Serial number.
12	13 (b) to (d)	15	17	18	10 (f) to (i)	19		20	21	11 (c)	22	24	25	Class : No.	
Madras	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western	Rohilkund and Kumaon	Rajputana-Malwa	Jodhpur-Bikaner.	Jodhpur section.	Bikaner section.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Portbandar.	Hyderabad Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half years.
108°51 104°15 234°09 247°56	73°60 70°68 148°65 87°29	73°84 81°76 146°11 132°89	101°80 72°08 135°29 124°02	64°34 57°52 92°70 93°74	121°62 124°90 151°03 157°01	82°05 84°00 123°38 112°96	59°47 51°09 86°45 81°14	68°88 68°55 133°97 129°14	59°97 59°35 126°46 120°04	52°23 42°45 118°17 101°58	76°23 68°82 124°37 120°30	61°38 61°29 108°22 110°89	80°45 69°57 122°55 113°14	1st half 2nd " 1st half 2nd "	110 111
362°60 351°71	222°25 157°97	219°95 214°65	237°18 196°10	157°04 151°26	272°65 281°91	205°43 196°96	148°92 133°13	202°85 197°09	186°43 179°39	170°40 144°03	200°60 189°62	169°60 172°18	203°00 182°71	1st half 2nd "	112
2°70 2°45	1°54 1°79	1°91 2°27	1°29 1°24	1°11 1°06	1°65 2°28	1°21 1°66	0°71 0°64	1°77 1°91	1°59 2°13	1°33 1°16	1°59 1°73	1°44 1°44	1°83 1°82	1st half 2nd "	113
21°92 20°65	11°80 12°07	13°49 17°93	9°60 10°07	11°56 11°66	9°76 13°51	9°75 15°39	9°02 9°70	12°40 14°25	11°43 16°61	13°09 14°89	13°42 15°27	14°87 14°30	13°33 14°70	1st half 2nd "	114
4°78 4°52	4°02 3°51	4°97 5°35	2°43 3°30	3°31 3°53	2°60 3°50	2°84 3°80	2°30 2°36	4°94 5°37	5°09 6°89	4°87 5°23	4°01 4°82	4°51 4°51	4°37 5°02	1st half 2nd "	115
9°91 9°46	2°87 7°00	18°55 18°30	5°35 7°62	5°06 7°08	4°06 5°48	4°55 6°09	5°51 5°43	10°43 13°49	9°97 14°05	15°11 13°19	8°70 10°49	8°53 8°47	7°86 9°10	1st half 2nd "	115 A
2°08 2°08	1°52 2°25	—0°38 —0°38	1°74 0°83	1°18 0°84	2°42 1°82	2°42 1°04	1°41 0°48	4°26 2°46	2°19 1°33	0°93 0°82	0°90 0°55	1°20 1°37	1°15 0°71	1st half 2nd "	116
16°88 17°50	11°64 20°97	—2°73 —3°08	13°10 6°78	12°34 9°29	14°35 10°77	19°47 9°59	17°74 7°22	29°78 18°22	15°70 10°35	9°24 10°53	7°56 4°84	13°33 13°65	8°35 5°73	1st half 2nd "	117
3°68 3°83	3°96 6°11	—1°00 —0°92	3°28 2°22	3°53 2°81	3°82 2°80	5°66 2°37	4°53 1°76	11°87 6°87	7°00 4°29	3°45 3°70	2°25 1°53	4°04 4°31	2°74 1°95	1st half 2nd "	118
37°71 35°88	36°58 33°79	59°87 54°58	33°97 45°88	35°35 40°80	19°59 26°96	23°83 36°96	20°69 29°38	23°02 36°88	37°60 52°03	25°11 36°59	31°38 35°89	56°63 53°23	46°70 46°33	1st half 2nd "	119
60°07 62°12	52°86 56°96	36°76 41°85	55°42 41°89	54°00 44°37	78°78 71°51	74°61 60°79	73°52 61°26	76°34 62°27	61°00 45°51	71°30 59°16	66°37 61°83	41°41 44°90	52°19 51°21	1st half 2nd "	120
2°22 2°00 ... ...	1°99 0°96 8°57 8°35	2°80 2°69 0°57 0°88	3°79 5°63 6°82 6°60	9°75 14°83 ... ...	1°63 1°53 ... ...	1°56 2°25 ... ...	5°79 9°36 ... ...	0°48 0°60 0°16 0°25	1°40 2°46 ... ...	3°59 4°25 ... ...	2°25 2°28 ... ...	1°96 1°87 ... ...	0°79 2°06 0°32 0°40	1st half 2nd " 1st half 2nd "	121 122
100°00 100°00	100°00 100°00	100°00 100°00	100°00 100°00	100°00 100°00	100°00 100°00	100°00 100°00	100°00 100°00	100°00 100°00	100°00 100°00	100°00 100°00	100°00 100°00	100°00 100°00	100°00 100°00	1st half 2nd "	123
18°41 12°26	11°56 9°10	21°92 29°85	11°56 16°79	11°67 11°72	8°76 15°24	5°32 18°98	11°00 12°65	5°63 12°69	8°64 14°28	19°84 19°21	15°09 15°87	10°38 9°56	10°99 14°14	1st half 2nd "	123
20°85 19°57	10°11 8°96	13°99 15°85	10°72 11°93	9°26 10°46	16°44 18°50	17°32 24°48	16°10 26°59	14°25 17°68	14°18 19°37	20°63 20°69	19°32 24°61	17°14 18°57	18°26 23°40	1st half 2nd "	124
4°31 4°30	3°38 3°62	3°13 4°06	2°97 3°56	3°73 4°01	4°30 6°14	1°73 3°75	1°52 3°81	1°01 1°82	2°60 3°87	1°16 1°55	5°52 6°75	5°24 6°00	4°53 5°33	1st half 2nd "	125
7°86 7°78	8°92 7°96	13°40 13°77	7°05 10°33	7°48 8°40	5°65 7°29	4°41 7°03	5°36 9°20	5°76 8°41	8°90 10°65	11°76 9°44	9°75 11°63	8°49 8°55	8°47 10°22	1st half 2nd "	126
5°37 5°54	4°82 3°56	18°82 17°47	5°24 7°79	7°68 10°11	2°93 4°32	2°78 3°56	2°77 3°56	4°62 7°04	7°33 10°73	7°22 8°51	8°29 10°31	7°35 7°15	5°94 6°55	1st half 2nd "	127
1°55 2°29	2°41 6°08	0°55 1°69	2°21 3°61	5°73 5°88	1°02 2°16	3°19 2°00	0°96 6°75	4°29 3°90	1°26 1°43	0°48 0°63	1°18 2°46	1°35 1°20	1°24 1°40	1st half 2nd "	128
... ...	6°51 1°14	1°93 0°90	2°97 4°15	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	1°01 0°75	1st half 2nd "	129
52°35 51°74	47°71 40°42	73°74 83°59	42°72 58°16	45°55 50°58	39°10 53°59	34°75 60°42	37°71 56°56	35°56 51°54	42°91 60°33	61°09 60°03	59°15 71°63	49°95 51°03	50°44 01°79	1st half 2nd "	130

# Appendix 46. Analysis.

APPEN

## Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE. Class: No.	5' 6".										
			1	2 (a).	3	4	5	7	8	9 (a) to (e).	9 (f) to (i).	10 (a) to (e).	11 (a) & (b).
			East Indian.	Eastern Bengal.	Bengal Central.	Bengal Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
	PER MILE OF LINE MAINTAINED.												
131a	General superintendence (including office expenses) &	1st half	186'49	285'57	94'06	103'79	126'64	123'15	129'40	154'71	88'57	167'66	155'85
		2nd "	192'14	306'07	105'44	118'79	130'17	138'26	138'84	151'08	85'26	173'61	150'67
132a	Maintenance and renewal of permanent-way . . .	1st half	770'93	1,562'73	523'42	264'07	255'98	307'24	178'43	373'44	231'79	937'81	1,271'67
		2nd "	937'83	1,129'30	536'47	222'56	231'15	343'80	333'61	581'35	302'47	1,152'48	2,873'81
133a	Repairs of bridges, &c. . .	1st half	113'09	241'59	27'42	41'47	44'59	117'10	55'17	113'75	34'22	574'31	105'89
		2nd "	122'48	294'40	25'30	41'25	116'09	101'17	57'11	142'64	28'06	...	36'39
134a	Conservancy of rivers . . .	1st half	...	...	0'27	...	...	1'43	107'17	...	...	459'29	0'6
		2nd "	...	...	3'45	...	...	4'12	76'83	...	...	...	...
135a	Repairs of stations and buildings . . .	1st half	237'67	509'05	62'44	98'12	44'12	110'05	...	128'54	45'35	147'31	57'62
		2nd "	322'11	340'93	87'36	54'96	43'82	120'77	0'25	121'85	63'08	174'72	54'39
136a	Other charges (net) . . .	1st half	162'70	155'21	10'47	16'38	47'88	80'92	91'54	167'26	24'66	121'54	62'36
		2nd "	144'39	128'89	40'08	53'33	78'95	65'22	92'43	75'01	34'61	119'47	82'17
137a	Total maintenance, &c. . .	1st half	1,470'88	2,754'15	718'08	523'83	519'21	739'89	575'60	937'70	424'59	1,948'63	1,651'79
		2nd "	1,718'95	2,200'19	798'10	490'89	600'78	773'34	727'66	1,071'93	513'48	2,079'57	625'45
	PER MILE OF TRACK, INCLUDING SIDINGS.												
131b	General superintendence (including office expenses) &	1st half	123'05	149'88	79'76	92'90	110'82	107'92	102'79	103'01	79'09	119'99	140'14
		2nd "	126'48	160'74	88'62	105'97	113'62	121'39	110'25	100'25	76'09	122'99	135'41
132b	Maintenance and renewal of permanent-way . . .	1st half	508'64	820'14	443'82	236'36	224'00	269'24	141'72	248'65	206'96	671'15	1,145'49
		2nd "	617'38	591'92	450'91	198'55	201'75	301'84	264'91	385'77	269'95	816'48	268'39
133b	Repairs of bridges, &c. . .	1st half	74'61	126'80	23'25	37'13	39'02	102'62	43'82	75'74	30'56	411'01	97'42
		2nd "	80'63	154'30	21'26	36'80	101'85	88'83	45'35	94'66	25'04	...	35'40
134b	Conservancy of rivers . . .	1st half	...	...	0'22	...	...	1'25	85'12	...	...	325'39	0'54
		2nd "	...	...	2'90	...	...	3'02	61'01	...	...	...	...
135b	Repairs of stations and buildings . . .	1st half	156'81	267'15	52'95	87'82	38'60	96'44	...	85'58	40'50	105'42	57'82
		2nd "	212'05	178'69	73'43	49'03	38'25	106'63	0'19	80'86	56'30	123'78	48'59
136b	Other charges (net) . . .	1st half	107'34	81'45	8'89	14'65	41'90	70'91	72'72	111'36	22'02	86'98	56'07
		2nd "	95'05	67'56	33'63	47'57	68'90	57'26	78'96	49'78	30'89	84'64	71'87
137b	Total maintenance, &c. . .	1st half	970'45	1,445'42	608'89	468'86	454'34	648'38	457'28	624'34	379'13	1,394'55	1,485'48
		2nd "	1,131'59	1,155'21	670'81	437'92	524'37	678'97	577'82	711'32	458'27	1,473'28	562'18
	PER TOTAL TRAIN-MILE.												
131c	General superintendence (including office expenses) &	1st half	0'72	1'30	0'95	1'01	1'70	1'20	1'51	0'72	1'05	1'10	1'40
		2nd "	0'77	1'19	0'93	1'09	1'64	1'41	1'68	0'83	1'16	1'45	1'54
132c	Maintenance and renewal of permanent-way . . .	1st half	2'99	7'10	5'29	2'58	3'42	2'99	2'09	1'73	2'74	6'15	11'40
		2nd "	3'78	4'39	4'74	3'17	2'92	3'52	4'05	3'19	4'12	9'65	13'07
133c	Repairs of bridges, &c. . .	1st half	0'44	1'09	0'28	0'40	0'60	1'14	0'65	0'53	0'40	3'77	0'73
		2nd "	0'49	1'15	0'22	0'59	1'47	1'04	0'60	0'78	0'38	3'85	0'46
134c	Conservancy of rivers . . .	1st half	...	...	...	...	...	0'01	1'25	...	...	...	0'01
		2nd "	...	...	0'03	...	...	0'04	0'93	...	...	...	...
135c	Repairs of stations and buildings . . .	1st half	0'92	2'31	0'63	0'96	0'58	1'07	...	0'60	0'53	0'97	0'52
		2nd "	1'30	1'33	0'77	0'78	0'56	1'24	...	0'67	0'86	1'46	0'56
136c	Other charges (net) . . .	1st half	0'63	0'70	0'11	0'16	0'64	0'79	1'07	0'78	0'29	0'80	0'56
		2nd "	0'59	0'50	0'36	0'76	1'01	0'67	1'20	0'41	0'47	1'00	0'52
137c	Total maintenance, &c. . .	1st half	5'70	12'50	7'26	5'11	6'04	7'20	6'73	4'35	5'01	12'79	14'52
		2nd "	6'93	8'56	7'05	6'99	7'60	7'92	8'82	5'89	6'99	17'41	6'4
	PER 1,000 GROSS TON-MILES.												
131d	General superintendence (including office expenses) &	1st half	0'12	0'27	0'25	0'16	0'31	0'26	0'29	0'14	0'17	0'16	0'21
		2nd "	0'13	0'21	0'20	0'31	0'31	0'33	0'34	0'17	0'21	0'24	0'24
132d	Maintenance and renewal of permanent-way . . .	1st half	0'49	1'43	1'40	0'40	0'62	0'64	0'40	0'33	0'45	0'91	1'73
		2nd "	0'66	0'75	1'01	0'58	0'54	0'82	0'83	0'64	0'76	1'61	0'6
133d	Repairs of bridges, &c. . .	1st half	0'07	0'21	0'07	0'06	0'11	0'24	0'13	0'10	0'06	0'56	0'14
		2nd "	0'09	0'20	0'05	0'11	0'28	0'24	0'15	0'16	0'07	0'64	0'06
134d	Conservancy of rivers . . .	1st half	...	...	0'01	...	...	0'01	0'03	...	...	...	...
		2nd "	...	...	...	...	...	0'01	0'05	...	...	...	...
135d	Repairs of stations and buildings . . .	1st half	0'15	0'47	0'17	0'15	0'11	0'23	0'24	0'11	0'09	0'14	0'08
		2nd "	0'23	0'23	0'16	0'14	0'10	0'29	0'19	0'13	0'16	0'24	0'09
136d	Other charges (net) . . .	1st half	0'11	0'15	0'03	0'03	0'12	0'17	0'21	0'15	0'05	0'11	0'06
		2nd "	0'10	0'08	0'08	0'14	0'18	0'15	0'24	0'08	0'09	0'16	0'12
137d	Total maintenance, &c. . .	1st half	0'94	2'53	1'92	0'80	1'27	1'54	1'30	0'84	0'82	1'88	1'24
		2nd "	1'21	1'47	1'51	1'28	1'41	1'84	1'80	1'18	1'29	2'89	1'01

## DIX 46—contd.

(by systems), during each half-year of 1900—contd.

prepared by the railways not shown.

3' 3"														GAUGE		Serial number.				
12	13 (b) to (d)	15	17	18	19 (f) to (i)	19		20	21	22 (c)	22	24	25	Class: No.						
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur section.	Bikaner section.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Portbandar.	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half-years.						
WAY, WORKS AND STATIONS.																				
153°60 151°34	109°57 103°39	155°95 145°31	99°29 94°98	77°44 68°92	96°61 101°49	16°95 17°40	8°83 12°00	29°67 30°78	57°81 64°32	344°98 362°77	87°32 83°84	104°85 109°71	108°67 100°33	1st half 2nd "	131a					
327°43 384°33	395°19 306°52	212°29 225°03	254°00 243°58	189°48 166°99	508°54 547°37	102°76 225°44	114°60 97°98	124°26 152°12	175°80 171°54		236°44 197°75	268°35 272°17	315°51 375°54	1st half 2nd "		132a				
139°74 83°94	48°44 42°78	17°10 115°95	86°25 62°59	62°02 63°85	50°85 34°23	2°01 11°94	1°95 0°06	2°22 17°31	4°62 36°78		58°75 45°41	20°54 35°05	91°85 67°17	1st half 2nd "			133a			
...	0°04	...	1°10	6°75	...	...	...	...	...		...	...	1°48	1st half				134a		
...	...	...	1°17	5°44	...	...	...	...	...		...	...	0°31	2nd "					135a	
84°30 63°44	86°54 60°19	35°45 86°32	63°38 45°72	30°15 22°63	51°15 49°49	8°04 9°45	3°69 5°98	2°64 11°72	16°27 14°19		46°16 35°42	46°79 27°94	69°89 63°46	1st half 2nd "						136a
118°93 130°34	41°43 59°38	5°82 15°06	78°20 69°17	24°63 18°65	71°87 61°73	13°38 33°89	2°48 0°53	6°86 14°20	18°74 11°53		23°11 28°55	9°04 48°99	43°70 20°33	1st half 2nd "						
824°00 013°41	681°21 572°26	426°71 588°17	585°14 517°61	390°47 345°07	779°02 794°31	143°14 248°12	13°55 116°55	165°65 220°13	273°24 298°36	344°98 362°77	451°78 390°97	431°49 305°88	631°10 633°24	1st half 2nd "	137b					
125°44 129°52	93°06 88°60	135°33 125°86	86°62 82°97	68°83 61°42	82°74 86°90	16°43 16°80	8°62 11°70	28°37 29°43	52°37 58°34	321°63 334°94	78°90 75°82	93°52 97°77	03°08 86°64	1st half 2nd "		131b				
267°40 313°70	335°63 202°46	184°20 145°16	221°58 213°12	168°42 148°86	435°54 468°04	99°60 217°61	111°93 95°59	118°81 145°42	159°29 155°60		213°87 178°86	239°36 242°53	270°24 324°25	1st half 2nd "			132b			
114°12 63°51	41°14 36°05	14°94 100°03	76°70 54°67	55°13 56°91	43°55 29°30	1°94 11°53	1°90 0°06	2°13 16°54	4°19 33°37		53°15 41°08	18°32 31°23	78°68 58°08	1st half 2nd "				133b		
...	0°03	...	0°06	6°10	...	...	...	...	...		...	...	1°26	1st half					134b	
...	...	...	1°02	4°85	...	...	...	...	...		...	...	0°27	2nd "						135b
48°84 51°78	73°51 51°58	30°76 74°66	55°26 39°94	26°80 20°18	43°81 42°38	7°80 5°13	3°60 5°03	2°52 11°20	14°74 12°88		41°75 32°03	41°74 24°90	59°87 54°79	1st half 2nd "						
97°12 106°38	35°17 50°90	5°05 13°02	68°22 60°42	21°90 16°64	61°56 52°84	12°26 34°71	2°43 0°52	6°56 13°58	16°98 10°45		20°50 25°53	8°07 43°67	37°43 22°73	1st half 2nd "	137c					
672°92 663°89	578°54 490°39	370°28 508°73	510°45 452°14	347°08 308°14	667°20 680°06	138°73 287°77	128°43 113°70	158°39 216°17	247°57 210°04	321°63 334°94	408°66 253°62	384°87 352°76	540°56 546°76	1st half 2nd "		137d				
1°57 1°41	1°02 0°99	3°66 3°37	0°94 1°11	1°11 1°05	0°67 0°92	0°36 0°47	0°26 0°28	0°89 1°10	1°03 1°62	7°62 7°03	1°24 1°26	1°16 1°18	1°07 1°05	1st half 2nd "			131c			
3°34 3°57	3°71 2°95	4°98 5°22	2°41 2°84	2°73 2°54	3°55 5°01	2°17 6°13	3°35 2°24	3°71 5°45	3°16 4°32		3°35 2°97	2°98 2°93	3°10 3°94	1st half 2nd "				132c		
1°43 0°78	0°45 0°41	0°40 2°60	0°84 0°73	0°89 0°97	0°35 0°31	0°04 0°33	0°06 ...	0°06 0°62	9°08 0°93		0°83 0°68	0°23 0°38	0°90 0°71	1st half 2nd "					133c	
...	...	...	0°01	0°10	...	...	...	...	...		...	...	0°02	1st half						134c
...	...	...	0°01	0°08	...	...	...	...	...		...	...	...	2nd "						
0°86 0°59	0°84 0°58	0°83 2°00	0°62 0°53	0°44 0°34	0°36 0°46	0°17 0°26	0°11 0°14	0°08 0°42	0°29 0°35		0°66 0°53	0°51 0°30	0°68 0°67	1st half 2nd "	136c					
1°21 1°21	0°38 0°57	0°14 0°35	0°74 0°81	0°36 0°28	0°50 0°57	0°28 0°92	0°07 0°11	0°20 0°50	0°34 0°29		0°32 0°43	0°10 0°53	0°43 0°28	1st half 2nd "		137e				
8°41 7°56	6°40 5°50	10°01 13°62	5°56 0°03	5°63 5°25	5°43 7°27	3°02 8°11	3°85 2°67	4°94 8°09	4°90 7°51	7°62 7°03	6°40 5°87	4°78 4°26	6°20 6°65	1st half 2nd "			137f			
0°34 0°32	0°33 0°41	0°99 0°98	0°30 0°40	0°42 0°41	0°18 0°24	0°11 0°16	0°11 0°13	0°25 0°42	0°38 0°64	2°66 2°75	0°41 0°45	0°45 0°45	0°35 0°38	1st half 2nd "				131d		
0°72 0°81	1°15 1°18	1°34 1°52	0°77 1°04	1°01 0°99	0°91 1°31	0°68 2°08	1°44 1°08	1°05 1°63	1°15 1°69		1°10 1°06	1°14 1°12	1°02 1°41	1st half 2nd "					132d	
0°31 0°18	0°14 0°16	0°11 0°78	0°27 0°27	0°33 0°38	0°09 0°08	0°01 0°11	0°02 ...	0°02 0°19	0°03 0°36		0°27 0°24	0°08 0°14	0°30 0°26	1st half 2nd "						133d
...	...	...	...	0°04	...	...	...	...	...		...	...	0°01	1st half						
...	...	...	0°01	0°03	...	...	...	...	...		...	...	...	2nd "	135d					
0°19 0°13	0°25 0°23	0°23 0°58	0°19 0°19	0°16 0°13	0°08 0°12	0°05 0°09	0°05 0°07	0°02 0°12	0°10 0°14		0°21 0°19	0°20 0°12	0°22 0°24	1st half 2nd "		136d				
0°26 0°27	0°11 0°23	0°03 0°10	0°23 0°29	0°13 0°11	0°13 0°15	0°09 0°31	0°03 0°01	0°05 0°15	0°12 0°11		0°11 0°15	0°04 0°20	0°14 0°10	1st half 2nd "			137g			
1°82 1°71	1°08 2°21	2°70 3°96	1°76 2°20	2°09 2°05	1°39 1°90	0°94 2°75	1°65 1°29	1°39 2°51	1°78 2°94	2°66 2°75	2°10 2°09	1°83 1°63	2°04 2°39	1st half 2nd "				137h		

## Analysis of working of each railway

NOTE.—These Statistics are not

PARTICULARS.	GAUGE.	5' 6".											
	Class: No.	1	2 (a)	3	4	5	7	8	9 (a) to (e).	9 (f) to (j).	10 (a) to (e).	11 (a) & (b).	
	Calendar year 1900 by half- years.	East Indian.	Eastern Bengal.	Bengal Central.	Bengal- Nagpur.	East Coast.	Oudh and Rohil- khand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.	
Average price of fuel per ton in terms of	{ coal * . { wood . {	1st half	2'03	6'93	6'27	3'85	8'87	10'12	15'68	10'95	8'56	17'90	4'60
		2nd ,,	1'96	7'24	6'04	4'22	7'22	8'91	16'30	12'05	8'73	17'50	4'10
		1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...	...
TABLE B.—LOCOMOTIVE													
PER TOTAL TRAIN-MILE													
General superintendence (including office expenses) Annas	{	1st half	0'55	0'60	0'55	0'65	0'90	0'61	0'88	0'56	0'65	0'60	0'67
		2nd ,,	0'57	0'54	0'48	1'01	0'78	0'66	0'90	0'66	0'76	0'80	0'81
Running expenses . . .	{	1st half	2'02	2'07	1'05	1'06	1'94	0'89	2'01	2'08	1'99	2'45	1'73
		2nd ,,	2'08	1'82	1'09	2'28	1'88	0'93	1'97	3'09	2'02	2'81	1'71
Fuel . . . . .	{	1st half	0'92	2'38	2'06	1'69	3'43	3'55	5'73	3'74	3'71	7'65	2'21
		2nd ,,	0'88	2'77	2'51	1'75	3'08	3'23	5'45	4'13	3'74	6'71	2'13
Water . . . . .	{	1st half	0'10	0'16	0'12	0'19	0'19	0'10	0'25	0'40	0'37	0'75	0'39
		2nd ,,	0'10	0'17	0'14	0'24	0'17	0'11	0'26	0'40	0'35	0'69	0'30
Oil, tallow and other stores . . . . .	{	1st half	0'30	0'29	0'29	0'32	0'38	0'26	0'33	0'34	0'43	0'71	0'33
		2nd ,,	0'37	0'28	0'32	0'30	0'36	0'26	0'37	0'40	0'48	0'74	0'37
Maintenance and renewal of locomotives . . . . .	{	1st half	2'15	2'42	1'32	1'11	1'86	4'71	3'23	3'03	1'78	4'38	1'77
		2nd ,,	2'07	1'59	0'54	0'47	2'04	0'80	2'80	4'20	2'66	4'31	1'76
Maintenance and renewal of machinery, tools and plant . . . . .	{	1st half	0'17	0'36	0'12	0'08	0'14	0'11	0'27	0'15	0'12	0'27	0'22
		2nd ,,	0'21	0'34	0'04	0'09	0'22	0'13	0'26	0'21	0'17	0'40	0'11
Other charges (net) . . .	{	1st half	1'06	0'33	0'18	1'42	1'20	0'98	1'02	1'81	1'94	0'56	0'76
		2nd ,,	0'98	0'15	0'29	1'70	0'28	0'93	1'05	0'93	2'04	1'42	0'74
Total locomotive expenses . . . . .	{	1st half	7'27	8'61	5'69	7'42	10'04	11'21	13'72	13'00	10'99	17'37	8'01
		2nd ,,	7'26	7'66	5'41	8'84	8'81	7'05	13'06	14'02	12'22	17'88	7'56
Fuel consumed in terms of	{ coal* . lbs. { wood . ,, {	1st half	64'56	48'00	36'72	61'42	54'11	47'50	51'19	47'77	60'77	59'84	67'40
		2nd ,,	63'03	53'46	43'76	57'93	59'73	47'84	46'74	47'99	60'02	53'70	72'86
		1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...	...
PER ENGINE-MILE.													
General superintendence (including office expenses) Annas	{	1st half	0'45	0'43	0'48	0'59	0'81	0'52	0'77	0'49	0'56	0'51	0'59
		2nd ,,	0'46	0'38	0'39	0'91	0'73	0'55	0'79	0'58	0'65	0'69	0'70
Running expenses . . .	{	1st half	1'64	1'47	0'93	1'79	1'75	0'76	1'76	2'61	1'70	2'03	1'51
		2nd ,,	1'07	1'29	0'89	2'03	1'74	0'78	1'73	2'71	1'72	2'42	1'44
Fuel . . . . .	{	1st half	0'75	1'69	1'81	1'54	3'10	3'01	5'00	3'28	3'18	6'48	1'93
		2nd ,,	0'71	1'95	2'03	1'55	2'83	2'70	4'78	3'62	3'18	5'77	1'85
Water . . . . .	{	1st half	0'08	0'12	0'11	0'18	0'17	0'09	0'22	0'35	0'32	0'64	0'15
		2nd ,,	0'08	0'12	0'11	0'21	0'16	0'09	0'23	0'35	0'29	0'59	0'20
Oil, tallow and other stores . . . . .	{	1st half	0'25	0'21	0'25	0'29	0'34	0'22	0'28	0'30	0'36	0'60	0'29
		2nd ,,	0'30	0'20	0'26	0'26	0'33	0'22	0'32	0'35	0'41	0'64	0'31
Maintenance and renewal of locomotives . . . . .	{	1st half	1'74	1'73	1'16	1'01	1'69	4'00	2'82	2'65	1'53	3'71	1'55
		2nd ,,	1'66	1'12	0'41	1'31	1'88	0'67	2'46	3'68	2'25	3'70	1'55
Maintenance and renewal of machinery, tools and plant . . . . .	{	1st half	0'14	0'25	0'10	0'07	0'12	0'09	0'23	0'13	0'10	0'23	0'19
		2nd ,,	0'17	0'24	0'03	0'08	0'20	0'11	0'22	0'18	0'15	0'34	0'10
Other charges (net) . . .	{	1st half	0'86	0'22	0'16	1'29	1'09	0'83	0'89	1'59	1'66	0'47	0'68
		2nd ,,	0'79	0'11	0'23	1'52	0'24	0'78	0'93	0'81	1'74	1'22	0'64
Total locomotive expenses . . . . .	{	1st half	5'91	6'12	5'00	6'76	9'07	9'52	11'97	11'40	9'41	14'72	6'99
		2nd ,,	5'84	5'41	4'38	7'87	8'11	5'50	11'46	12'29	10'38	15'37	6'89
Fuel consumed in terms of	{ coal* . lbs. { wood . ,, {	1st half	52'51	34'14	32'31	55'95	48'90	40'13	44'65	41'86	52'00	50'71	58'87
		2nd ,,	50'71	37'78	35'49	51'57	54'93	40'06	41'02	42'07	51'01	46'15	63'20
		1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...	...

\* The standard used is Kurhbarree coal, except in the case of the Nizam's Guaranteed State railway, which uses Singareni coal.

DIX 46—contd.

(by systems) during each half-year of 1900—contd.

prepared by the railways not shown.

3' 3 1/2".														Gauge	Serial number.
12	13 (b) to (d).	15	17	18	19 (f) to (i).	19		20	21	22 (c).	22	24	25	Class: No.	
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon	Rajputana-Malwa.	Jodhpur section.	Bikaner section.	Udaipur Chitor.	Bhavnagar-Gondal-Junagad- Porbandar	Hyderabad Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half-years.	
<b>EXPENSES.</b>															
15'00	7'81	†	7'10	...	19'51	20'33	20'32	25'03	19'05	12'58	9'80	15'63	13'15	1st half	}
14'53	6'37	9'15	6'26	...	18'68	19'57	19'41	25'88	20'15	9'79	9'79	15'98	13'18	2nd "	
...	...	...	...	3'17	...	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	3'21	...	...	...	...	...	...	...	...	...	2nd "	}
0'87	0'58	0'98	0'41	0'62	0'62	0'41	0'23	1'00	0'67	1'04	0'84	0'65	0'43	1st half	
0'74	0'54	0'98	0'45	0'72	0'78	0'62	0'31	1'44	0'90	0'84	0'87	0'65	0'76	2nd "	
2'17	1'11	1'25	0'88	0'79	1'81	0'66	0'38	0'64	1'22	1'26	1'58	1'55	2'24	1st half	}
2'00	1'04	1'29	0'84	0'86	2'02	0'82	0'45	0'61	1'45	1'39	1'58	1'50	2'48	2nd "	
5'53	1'64	2'42	1'94	1'46	4'96	5'94	3'28	7'03	4'21	3'97	2'47	3'24	4'13	1st half	
5'37	1'74	2'53	1'50	1'41	4'53	4'89	2'45	7'92	4'48	3'07	2'43	3'43	4'41	2nd "	}
0'26	0'12	0'25	0'17	0'13	0'29	0'40	0'39	0'43	0'21	0'57	0'23	0'15	0'29	1st half	
0'24	0'10	0'28	0'16	0'13	0'24	0'26	0'39	0'33	0'26	0'40	0'24	0'18	0'37	2nd "	}
0'34	0'21	0'25	0'17	0'18	0'18	0'58	0'32	0'25	0'28	0'28	0'13	0'27	0'34	1st half	
0'35	0'20	0'26	0'19	0'21	0'28	0'56	0'28	0'32	0'32	0'30	0'16	0'28	0'29	2nd "	}
3'64	0'94	0'85	0'85	0'80	1'44	1'27	0'73	3'18	1'08	0'50	1'55	1'84	2'31	1st half	
2'64	0'72	1'59	0'73	0'90	1'44	2'24	1'17	0'45	1'85	0'77	1'71	1'87	2'03	2nd "	}
0'09	0'12	0'03	0'05	0'06	0'08	0'07	0'04	0'07	0'21	0'05	0'27	0'12	0'19	1st half	
0'09	0'15	0'03	0'04	0'11	0'12	0'10	0'05	0'16	0'09	0'18	0'22	0'16	0'21	2nd "	}
1'22	0'88	0'36	0'67	0'43	0'82	0'50	0'27	...	0'12	0'26	1'12	0'08	0'36	1st half	
0'63	0'93	0'27	0'36	8'36	0'97	0'97	0'51	0'01	0'80	0'63	1'90	0'13	0'45	2nd "	}
14'12	5'60	6'39	5'14	4'47	10'20	9'83	5'64	12'60	8'00	7'93	8'19	7'90	10'29	1st half	
12'06	5'42	7'23	4'27	4'69	10'38	10'46	5'61	11'23	10'15	7'58	9'11	8'26	11'00	2nd "	}
51'60	29'37	...	38'17	...	35'62	40'93	22'57	39'35	29'56	44'16	35'31	29'05	43'85	1st half	
51'75	29'18	38'61	33'47	...	33'97	33'33	5	42'86	31'10	42'94	34'78	30'06	46'86	2nd "	}
...	...	...	...	64'67	...	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	61'32	...	...	...	...	...	...	...	...	...	2nd "	}
0'72	0'46	0'85	0'35	0'49	0'56	0'39	0'22	0'91	0'62	0'96	0'74	0'58	0'36	1st half	
0'62	0'44	0'85	0'38	0'60	0'69	0'59	0'31	1'32	0'82	0'76	0'78	0'59	0'63	2nd "	}
1'78	0'88	1'08	0'76	0'65	1'61	0'63	0'37	0'58	1'12	1'18	1'41	1'39	1'85	1st half	
1'66	0'84	1'10	0'72	0'71	1'78	0'78	0'44	0'57	1'33	1'27	1'41	1'40	2'04	2nd "	}
4'55	1'31	2'10	1'66	1'18	4'43	5'64	3'18	6'39	3'87	3'69	2'20	2'90	3'41	1st half	
4'45	1'40	2'16	1'28	1'16	4'02	4'64	2'38	7'31	4'11	2'80	2'17	3'09	3'64	2nd "	}
0'22	0'09	0'21	0'15	0'11	0'26	0'38	0'37	0'39	0'19	0'53	0'21	0'14	0'24	1st half	
0'20	0'05	0'24	0'14	0'11	0'22	0'25	0'38	0'31	0'23	0'36	0'21	0'16	0'30	2nd "	}
0'28	0'16	0'22	0'15	0'15	0'16	0'35	0'31	0'23	0'25	0'26	0'12	0'25	0'28	1st half	
0'29	0'10	0'22	0'16	0'17	0'45	0'53	0'27	0'29	0'29	0'28	0'13	0'25	0'24	2nd "	}
3'00	0'75	0'73	0'72	0'64	1'28	1'20	0'71	2'89	0'99	0'47	1'38	1'64	1'91	1st half	
2'19	0'58	1'35	0'63	0'74	1'28	2'13	1'14	0'42	1'70	0'70	1'53	1'69	1'68	2nd "	}
0'07	0'09	0'02	0'05	0'04	0'08	0'07	0'04	0'07	0'19	0'05	0'24	0'11	0'16	1st half	
0'05	0'12	0'02	0'04	0'09	0'10	0'09	0'04	0'15	0'09	0'17	0'20	0'15	0'17	2nd "	}
1'00	0'71	0'31	0'56	0'35	0'73	0'47	0'27	...	0'11	0'24	1'01	0'06	0'30	1st half	
0'52	0'75	0'24	0'31	0'29	0'86	0'92	0'50	...	0'74	0'57	1'70	0'11	0'37	2nd "	}
11'62	4'45	5'52	4'40	3'61	9'11	9'33	5'47	11'46	7'34	7'38	7'31	7'07	8'51	1st half	
10'01	4'37	6'18	3'66	3'86	9'20	9'93	5'46	10'38	9'31	6'91	8'13	7'44	9'07	2nd "	}
42'45	23'44	...	32'68	...	21'81	39'85	21'89	35'76	27'17	41'11	31'50	26'01	36'23	1st half	
4'95	23'53	33'02	28'68	...	30'09	29'89	5	39'54	28'53	39'13	31'03	27'08	38'63	2nd "	}
...	...	...	...	52'21	...	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	50'69	...	...	...	...	...	...	...	...	...	2nd "	

† Information not furnished. | ‡ Includes Bikaner section. | § Included with Jodhpur section.

# Appendix 46. Analysis.

APPEN

## Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	Gauge	5' 6".											
			Class: No.	1	2 (a)	3	4	5	7	8	9 (a) to (e)	10 (f) to (i)	11 (a) to (b)	
			Calendar year 1900 by half-years.	East Indian.	Eastern Bengal.	Bengal-Central.	Bengal-Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
TABLE B.—LOCOMOTIVE														
PER 1,000 GROSS TON-MILES.														
135.	General superintendence (including office expenses) . . . . .	1st half	0'09	0'12	0'14	0'10	0'16	0'13	0'17	0'11	0'10	0'09	0'11	
		2nd "	0'10	0'09	0'10	0'10	0'15	0'15	0'19	0'13	0'14	0'13	0'13	
136.	Running expenses . . . . .	1st half	0'33	0'42	0'28	0'31	0'35	0'19	0'40	0'58	0'33	0'36	0'26	
		2nd "	0'36	0'3	0'23	0'42	0'34	0'22	0'41	0'62	0'37	0'47	0'27	
137.	Fuel . . . . .	1st half	0'15	0'48	0'54	0'27	0'63	0'76	1'12	0'72	0'61	1'13	0'33	
		2nd "	0'15	0'47	0'54	0'32	0'57	0'75	1'13	0'81	0'60	1'12	0'34	
138.	Water . . . . .	1st half	0'02	0'03	0'03	0'03	0'04	0'02	0'05	0'08	0'06	0'11	0'04	
		2nd "	0'02	0'03	0'03	0'04	0'03	0'02	0'05	0'08	0'06	0'11	0'05	
139.	Oil, tallow and other stores . . . . .	1st half	0'05	0'06	0'08	0'05	0'07	0'06	0'06	0'07	0'07	0'10	0'05	
		2nd "	0'07	0'05	0'07	0'06	0'07	0'06	0'07	0'08	0'09	0'12	0'06	
140.	Maintenance and renewal of locomotives . . . . .	1st half	0'36	0'42	0'35	0'17	0'35	1'01	0'63	0'58	0'29	0'65	0'26	
		2nd "	0'36	0'27	0'12	0'27	0'33	0'19	0'58	0'64	0'49	0'72	0'18	
141.	Maintenance and renewal of machinery, tools and plant . . . . .	1st half	0'03	0'07	0'03	0'01	0'02	0'02	0'05	0'03	0'02	0'04	0'04	
		2nd "	0'04	0'06	0'01	0'02	0'04	0'03	0'05	0'04	0'03	0'07	0'01	
142.	Other charges (net) . . . . .	1st half	0'17	0'07	0'05	0'22	0'22	0'21	0'20	0'35	0'32	0'08	0'12	
		2nd "	0'17	0'03	0'06	0'31	0'05	0'22	0'22	0'19	0'37	0'24	0'12	
143.	Total locomotive expenses . . . . .	1st half	1'20	1'74	1'50	1'16	1'84	2'40	2'68	2'51	1'80	2'56	1'21	
		2nd "	1'27	1'31	1'16	1'63	1'63	1'64	2'70	2'82	2'24	2'98	1'26	
Fuel consumed in terms of														
	coal <sup>†</sup> lbs.	1st half	170'69	155'37	155'32	154'07	158'73	162'63	160'16	147'78	150'23	141'33	161'09	
		2nd "	176'15	144'39	149'03	170'64	171'60	178'11	154'64	154'58	176'52	143'05	184'43	
	wood . . . . .	1st half	...	...	...	...	...	...	...	...	...	...	...	
		2nd "	...	...	...	...	...	...	...	...	...	...	...	
TABLE C.—CARRIAGE														
PER TOTAL TRAIN-MILE														
146.	General superintendence (including office expenses) . . . . .	1st half	0'13	0'35	0'27	0'13	0'22	0'13	0'18	0'17	0'24	0'27	0'15	
		2nd "	0'15	0'31	0'24	0'22	0'20	0'14	0'17	0'19	0'28	0'37	0'21	
147.	Repairs and renewals of coaching vehicles . . . . .	1st half	0'52	1'36	0'22	0'23	0'63	0'54	1'01	1'15	0'74	1'06	0'46	
		2nd "	0'54	0'82	1'76	0'35	0'74	0'53	0'93	1'20	0'97	1'46	0'78	
148.	Repairs and renewals of goods vehicles . . . . .	1st half	1'22	1'40	—0'51	0'65	0'35	1'91	1'12	0'93	0'72	5'58	0'63	
		2nd "	1'2	2'14	0'38	0'83	0'28	2'42	0'81	1'13	0'52	4'36	0'82	
149.	Repairs and renewals of machinery, tools and plant . . . . .	1st half	0'07	0'04	0'03	0'02	0'01	0'02	0'04	0'06	0'03	0'27	0'03	
		2nd "	...	0'05	0'02	0'04	0'02	0'03	0'05	0'03	0'07	0'33	0'04	
150.	Cleaning and oiling . . . . .	1st half	0'15	0'30	0'20	0'42	0'35	0'32	0'45	0'40	0'31	0'44	0'24	
		2nd "	0'15	0'15	0'39	0'64	0'27	0'31	0'42	0'48	0'42	0'63	0'31	
151.	Other charges (net) . . . . .	1st half	0'02	0'04	...	0'01	0'12	0'01	0'04	0'30	0'02	0'03	...	
		2nd "	0'01	0'01	...	...	0'01	0'02	0'05	0'01	0'01	0'04	...	
152.	Total carriage and wagon expenses . . . . .	1st half	2'11	3'58	0'43	1'48	1'68	2'93	2'84	3'01	2'06	8'55	1'51	
		2nd "	2'12	3'68	1'64	2'08	1'49	3'45	2'43	3'09	2'67	7'19	2'16	
PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.														
146.	General superintendence (including office expenses) . . . . .	1st half	0'32	1'05	1'01	0'34	0'60	0'30	0'52	0'59	0'73	0'57	0'51	
		2nd "	0'40	0'71	0'69	0'51	0'59	0'38	0'51	0'64	0'84	0'85	0'9	
147.	Repairs and renewals of coaching vehicles † . . . . .	1st half	5'44	9'93	0'92	3'03	5'16	4'25	7'63	13'19	8'94	18'52	6'96	
		2nd "	5'31	6'82	6'52	0'05	6'41	3'80	6'45	10'77	9'66	10'95	9'95	
148.	Repairs and renewals of goods vehicles † . . . . .	1st half	4'02	7'13	—1'69	2'09	1'30	6'02	5'33	4'50	2'91	15'31	2'74	
		2nd "	4'83	6'86	0'97	2'74	1'28	10'42	4'40	6'09	3'94	14'38	2'40	
149.	Repairs and renewals of machinery, tools and plant . . . . .	1st half	0'18	0'10	0'10	0'04	0'03	0'04	0'13	0'19	0'12	0'57	0'11	
		2nd "	0'01	0'12	...	0'08	0'06	0'07	0'16	0'28	0'20	0'75	0'11	
150.	Cleaning and oiling . . . . .	1st half	0'38	1'20	0'75	1'05	0'93	0'71	1'30	1'34	0'94	0'94	0'79	
		2nd "	0'40	0'81	1'16	1'51	0'79	0'81	1'28	1'61	1'25	1'43	1'77	
151.	Other charges (net) . . . . .	1st half	0'06	0'12	...	0'03	0'31	0'03	0'11	1'01	0'04	0'07	...	
		2nd "	0'03	0'03	...	0'01	0'04	0'04	0'17	0'04	0'03	0'13	...	
152.	Total carriage and wagon expenses . . . . .	1st half	5'30	10'76	1'63	3'76	4'46	6'60	8'27	10'20	6'27	18'18	5'08	
		2nd "	5'82	8'52	4'82	4'93	4'44	9'25	7'41	10'42	7'58	16'49	5'35	

\* The standard used is Kurhurbaree coal, except in the case of

† These two items are calculated respectively upon the coaching and goods vehicle-mileage.

‡ Includes Bikaner

§ Included with



DIX 46—contd.

(by systems) during each half-year of 1900—contd.

Appendix 46.  
Analysis.

prepared by the railways not shown.

3' 31"															GAUGE.	Serial number.
12	13 (b) to (d)	15	17	18	19 (f) to (g)	19		20	21	22 (c)	23	24	25	Class No.		
Madras	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur section.	Bikaner section.	Udaipur Chitor.	Bhavnagar-Gondal-Junagad-Forbandar.	Hyderabad Godavari.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half years.		
EXPENSES—concl'd.																
0'19 0'17	0'18 0'22	0'26 0'29	0'13 0'16	0'23 0'28	0'15 0'20	0'13 0'21	0'10 0'15	0'28 0'43	0'24 0'35	0'36 0'33	0'27 0'31	0'25 0'25	0'15 0'27	1st half 2nd "	138e	
0'47 0'45 1'20 1'22 0'06 0'05	0'34 0'41 0'51 0'70 0'04 0'04	0'34 0'38 0'65 0'73 0'07 0'08	0'28 0'31 0'61 0'55 0'05 0'06	0'30 0'33 0'54 0'55 0'05 0'05	0'46 0'13 1'27 1'18 0'07 0'06	0'20 0'28 1'86 1'66 0'13 0'09	0'16 0'22 1'40 1'18 0'16 1'19	0'18 0'18 1'98 2'38 0'12 0'10	0'45 0'57 1'54 1'75 0'08 0'10	0'44 0'55 1'38 1'20 0'20 0'16	0'52 0'56 0'81 0'86 0'08 0'08	0'59 0'60 1'24 1'31 0'06 0'07	0'73 0'89 1'36 1'58 0'10 0'13	1st half 2nd " 1st half 2nd " 1st half 2nd "		
0'07 0'08	0'06 0'08	0'07 0'08	0'05 0'07	0'07 0'08	0'05 0'07	0'18 0'19	0'14 0'14	0'07 0'09	0'10 0'13	0'10 0'12	0'04 0'06	0'11 0'10	0'11 0'11	1st half 2nd "	143e	
0'79 0'60	0'29 0'29	0'23 0'46	0'27 0'26	0'29 0'33	0'37 0'37	0'40 0'76	0'31 0'56	0'90 0'13	0'39 0'73	0'18 0'30	0'51 0'61	0'71 0'72	0'76 0'73	1st half 2nd "		
0'02 0'02	0'04 0'06	0'01 ...	0'02 0'02	0'02 0'05	0'02 0'04	0'02 0'03	0'02 0'02	0'01 0'05	0'08 0'03	0'02 0'07	0'09 0'08	0'04 0'06	0'06 0'08	1st half 2nd "	144 A(c)	
0'26 0'14	0'27 0'37	0'10 0'08	0'21 0'13	0'16 0'14	0'21 0'25	0'16 0'33	0'12 0'25	... ...	0'04 0'31	0'09 0'24	0'36 0'61	0'03 0'05	0'12 0'16	1st half 2nd "		
3'06 2'73	1'73 2'17	1'73 2'10	1'62 1'56	1'66 1'83	2'60 2'70	3'08 3'55	2'41 2'71	3'54 3'36	2'92 3'97	2'77 2'97	2'68 3'24	3'03 3'16	3'39 3'95	1st half 2nd "	145e	
178'69 187'59 ... ...	145'63 187'15 ... ...	... 179'71 ... ...	192'50 195'51 ... ...	... 383'77 384'32	145'36 141'56 ... ...	205'10 181'53 ... ...	154'69 ... ... ...	177'00 205'85 ... ...	172'37 194'87 ... ...	246'66 269'08 ... ...	185'11 197'52 ... ...	178'51 183'82 ... ...	230'83 269'06 ... ...	1st half 2nd " 1st half 2nd "		
AND WAGON EXPENSES.																
0'22 0'19 1'14 0'10	0'28 0'27 0'66 0'67	0'33 0'33 0'60 0'86	0'15 0'16 0'36 0'28	0'27 0'33 0'41 0'34	0'17 0'24 1'16 1'16	0'10 0'18 0'33 0'68	0'06 0'09 0'18 0'35	0'19 0'29 0'06 0'48	0'21 0'29 0'52 0'72	0'05 0'06 0'01 0'11	0'25 0'27 0'87 0'82	0'22 0'22 0'81 1'14	0'09 0'25 0'72 0'79	1st half 2nd " 1st half 2nd "	146e 147e	
0'97 0'77 0'06 0'06	0'63 0'90 0'05 0'05	0'26 0'41 ... ...	0'60 0'47 0'01 0'04	0'82 0'76 0'04 0'05	1'04 1'02 0'01 ...	0'32 0'46 0'02 0'03	0'17 0'22 0'01 0'02	0'40 0'10 0'03 0'10	0'47 0'74 0'10 0'05	0'04 0'11 0'01 0'02	1'02 1'17 0'05 0'02	0'04 1'10 0'04 0'26	0'04 1'38 0'04 0'05	1st half 2nd " 1st half 2nd "		
0'44 0'38 0'17 0'15	0'22 0'22 0'03 0'08	0'23 0'25 0'01 ...	0'26 0'31 0'04 0'01	0'25 0'30 0'01 0'04	0'24 0'39 0'05 0'03	0'20 0'24 0'01 0'01	0'11 0'12 ... ...	0'18 0'17 ... ...	0'16 0'23 ... ...	0'33 0'26 ... ...	0'17 0'19 0'02 0'01	0'26 0'02 0'02 0'02	0'29 0'30 0'03 0'02	1st half 2nd " 1st half 2nd "	149e 150e	
3'00 2'65	1'87 2'19	0'43 1'85	1'42 1'27	1'80 1'80	2'67 2'84	0'98 1'60	0'53 0'80	0'86 1'14	1'46 2'03	0'44 0'56	2'34 2'50	2'41 2'67	2'55 2'51	1st half 2nd "		
0'64 0'59 3'34 3'50 2'86 2'43 0'17 0'19 1'30 1'23 0'50 0'49	0'69 0'79 4'55 5'05 2'53 4'26 0'12 0'14 0'56 0'65 0'08 0'23	0'71 0'82 1'30 2'14 0'56 1'02 ... ... 0'40 0'63 0'01 ...	0'33 0'43 2'70 1'77 1'97 2'22 0'01 0'12 0'59 0'83 0'09 0'04	0'64 0'83 3'44 2'28 2'76 2'95 0'12 0'12 0'74 0'74 0'02 0'10	0'35 0'52 12'76 9'21 2'70 3'01 0'02 ... 0'51 0'83 0'11 0'05	0'51 0'69 3'51 5'50 3'27 3'42 0'12 0'14 1'06 0'91 0'03 0'04	0'27 0'49 3'22 6'12 1'31 1'75 0'07 0'09 0'59 0'67 ... 0'01	0'80 0'67 0'42 2'55 4'78 0'44 0'15 0'24 0'76 0'39 ... ...	0'52 0'82 1'32 2'02 1'20 2'10 0'26 0'13 0'41 0'63 ... 0'01	0'18 0'20 0'23 1'42 0'16 0'53 0'02 0'06 1'00 1'04 ... ...	0'68 0'78 9'22 7'48 3'73 5'08 0'14 0'12 0'45 0'55 0'04 0'04	0'71 0'70 4'79 6'72 8'17 7'20 0'13 0'12 0'86 0'06 0'05 0'06	0'22 0'65 4'61 5'08 5'28 4'86 0'10 0'12 0'71 0'78 0'08 0'05	1st half 2nd " 1st half 2nd " 1st half 2nd " 1st half 2nd "		
8'81 8'43	4'73 11'12	3'07 4'61	3'20 3'44	4'34 4'51	5'61 6'09	5'10 6'20	2'81 4'34	6'91 4'29	3'71 5'71	1'37 2'13	6'37 7'35	7'93 8'60	6'13 6'55	1st half 2nd "	151e	

the Nizam's Guaranteed State railway, which uses Singareni coal.  
all other items in the table being calculated upon the aggregate of both coaching and goods vehicle-mileages.  
section.  
Jodhpur section.

# Appendix 46.

## Analysis.

APPEN

### Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE	5' 6"										
		Class No.	1	2 (a).	3	4	5	7	8	9 (a) to (e).	9 (f) to (i).	10 (a) to (e).	11 (a) and (b).
		Calendar year 1900 by half years.	East Indian.	Eastern Bengal.	Bengal Central.	Bengal-Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda, and Central India.	The Nizam's Guaranteed State.
	PER TOTAL TRAIN-MILE.												
153a	General superintendence (including office expenses) . . . . .	1st half 2nd "	0'53 0'56	1'12 1'03	0'82 0'78	0'63 0'67	0'94 0'88	0'64 0'70	0'70 0'71	0'50 0'51	0'57 0'58	0'44 0'61	0'3 0'6
153b	Station staff . . . . .	1st half 2nd "	2'28 2'30	4'86 5'83	3'92 3'99	1'59 2'04	2'17 1'76	2'22 2'35	2'62 2'67	2'34 2'65	1'44 1'60	2'93 3'44	1'6 1'6
154a	Train staff . . . . .	1st half 2nd "	0'94 0'97	0'97 0'77	0'60 0'53	0'54 0'67	0'65 0'59	0'69 0'75	0'83 0'87	1'32 1'43	0'54 0'59	0'96 0'64	0'7 0'3
155a	Fuel, lighting, water and general stores . . . . .	1st half 2nd "	0'43 0'47	0'82 0'80	0'55 0'51	0'41 5'38	0'49 0'37	0'51 0'61	0'51 0'63	0'57 0'69	0'47 0'56	0'72 1'06	0'3 0'8
156a	Clothing . . . . .	1st half 2nd "	0'06 0'05	0'08 9'07	0'05 0'01	0'01 0'09	0'12 —0'07	0'05 0'09	0'05 0'13	0'08 0'10	0'04 0'04	0'06 0'05	0'0 0'5
157a	Printing, stationery and tickets . . . . .	1st half 2nd "	0'16 0'17	0'32 0'31	0'66 0'43	0'20 0'40	0'51 0'27	0'22 0'28	0'18 0'30	0'20 0'25	0'19 0'30	0'36 0'47	0'12 0'24
158a	Charges for delivery and collection of goods, etc. . . . .	1st half 2nd "	0'01 0'01	0'18 0'03	— —	0'01 0'03	0'03 0'02	0'01 0'01	— —	0'07 0'02	— —	— —	— —
159a	Miscellaneous expenses . . . . .	1st half 2nd "	0'03 0'02	0'05 0'03	0'02 0'03	— —	— —	— —	— —	0'02 0'02	0'04 0'03	0'01 0'00	0'0 0'0
160a	Payments to other lines . . . . .	1st half 2nd "	0'06 0'05	0'04 0'04	0'23 0'16	0'30 0'41	0'38 0'21	0'15 0'16	0'07 0'02	0'05 0'07	0'33 0'43	0'36 0'17	0'3 0'4
161a	Other charges (net) . . . . .	1st half 2nd "	0'01 —	0'01 —	— —	0'01 —0'01	0'03 0'03	0'01 0'02	0'04 0'04	0'08 0'01	— —	— —	— 0'0
162a	Total traffic expenses . . . . .	1st half 2nd "	4'51 4'50	8'45 8'91	5'85 5'32	3'70 5'18	5'32 4'01	4'50 4'97	5'00 5'27	5'18 5'75	3'62 4'23	5'44 6'46	3'47 4'21
	PER CENT. ON TRAFFIC EARNINGS.												
	(Abstracts H and I of Revenue Accounts.)												
153b	General superintendence (including office expenses) . . . . .	1st half 2nd "	0'74 0'85	1'85 1'38	1'90 1'56	0'97 1'81	1'91 1'96	1'20 1'11	1'25 1'34	0'86 0'90	0'82 1'23	0'47 0'70	0'77 0'90
153b	Station staff . . . . .	1st half 2nd "	3'17 3'33	8'02 7'28	6'70 5'96	3'42 3'81	4'44 3'89	4'21 3'36	4'66 4'99	4'00 4'74	2'06 2'91	3'06 3'92	1'9 1'3
154b	Train staff . . . . .	1st half 2nd "	1'31 1'48	1'63 0'96	1'41 1'05	0'82 1'25	1'34 1'31	1'30 1'71	1'48 1'62	2'25 2'56	0'77 1'08	0'58 0'73	0'9 1'6
155b	Fuel, lighting, water and general stores . . . . .	1st half 2nd "	0'61 0'72	0'35 1'00	1'29 1'18	0'62 1'09	1'00 0'71	0'97 1'41	0'91 1'18	0'97 1'24	0'67 1'02	0'75 1'21	0'3 0'7
156b	Clothing . . . . .	1st half 2nd "	0'08 0'07	0'13 0'09	0'11 0'02	0'01 0'17	0'25 —0'16	0'08 0'21	0'08 0'24	0'14 0'19	0'06 0'07	0'06 0'06	0'0 0'0
157b	Printing, stationery and tickets . . . . .	1st half 2nd "	0'23 0'20	0'53 0'38	1'54 0'86	0'31 0'75	1'03 0'60	0'42 0'64	0'32 0'38	0'34 0'44	0'28 0'56	0'37 0'53	0'17 0'37
158b	Charges for delivery and collection of goods, etc. . . . .	1st half 2nd "	0'01 0'01	0'29 0'04	— —	0'01 0'04	0'05 0'04	0'01 0'03	— —	0'03 0'03	— 0'01	— —	— —
159b	Miscellaneous expenses . . . . .	1st half 2nd "	0'04 0'04	0'07 0'04	0'05 0'05	— —	0'01 0'01	— —	—0'07 0'01	0'03 0'03	0'03 0'05	0'01 0'02	0'0 0'0
160b	Payments to other lines . . . . .	1st half 2nd "	0'09 0'01	0'06 0'05	0'53 0'32	0'46 0'76	0'77 0'46	0'29 0'37	0'13 0'03	0'09 0'11	0'48 0'78	0'38 0'19	0'3 0'6
161b	Other charges (net) . . . . .	1st half 2nd "	0'01 —	0'01 —	— —	0'01 —0'02	0'06 0'07	0'03 0'04	0'07 0'07	0'14 0'01	0'01 0'01	— —	— —
162b	Total traffic expenses . . . . .	1st half 2nd "	6'29 6'86	13'94 11'17	13'62 11'00	5'63 9'66	10'88 8'89	8'30 11'37	8'11 9'87	8'85 10'26	5'20 7'72	5'68 7'36	4'7 6'31
	General superintendence per cent. on traffic earnings (including steam- . . . . .	1st half 2nd "	0'74 0'85	1'71 1'23	1'90 1'56	0'97 1'81	1'88 1'95	1'20 1'60	1'25 1'34	0'86 0'90	0'82 1'23	0'47 0'70	0'77 0'90

Appendix 46.  
Analysis.

DIX 46—contd.

(by systems) during each half-year of 1900—contd.

prepared by the railways not shown.

3' 31"														GAUGE.	Serial number.
12	(b) to (d)	15	17	18	10 (f) to (i)	19		20	21	11 (c)	22	24	25	Class: No.	
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.	Jodhpur section.	Bikaner section.	Udai-pur—Chitor.	Bhavana-gar-Gondal-Junagad-Forbandar.	Hyderabad Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	
														Calendar year 1900 by half years.	
<b>EXPENSES.</b>															
0'96 0'79	0'83 0'71	1'18 1'22	0'56 0'65	0'85 0'81	0'51 0'64	0'47 0'68	0'26 1'35	1'05 1'29	0'78 1'22	0'56 0'41	0'72 0'75	0'61 0'59	0'68 0'72	1st half 2nd „	153a
2'42 2'21	2'58 2'67	3'09 3'29	1'38 1'57	1'40 1'62	1'72 1'92	1'18 1'16	1'10 0'90	2'79 2'38	2'39 2'61	1'80 1'71	1'61 1'76	1'85 1'82	2'52 2'40	1st half 2nd „	153a
0'73 0'66	0'60 0'56	0'62 0'63	0'44 0'45	0'36 0'40	0'53 0'65	0'17 0'21	0'09 0'18	0'23 0'29	0'34 0'42	0'50 0'44	0'67 0'70	0'44 0'42	0'63 0'64	1st half 2nd „	154a
0'47 0'47	0'46 0'38	0'61 0'69	0'40 0'42	0'45 0'52	0'33 0'51	0'36 0'45	0'21 0'26	0'41 0'88	0'84 0'67	0'28 0'23	0'47 0'46	0'41 0'37	0'47 0'49	1st half 2nd „	155a
0'07 0'07	0'03 0'03	0'16 0'02	0'05 0'05	0'02 0'04	0'07 0'06	... 0'03	... 0'02	0'08 ...	0'02 ...	...	0'18 0'09	0'06 ...	0'13 0'11	1st half 2nd „	156a
0'48 0'43	0'25 0'21	0'44 0'43	0'24 0'20	0'28 0'32	0'26 0'34	0'27 0'41	0'22 0'31	0'52 0'47	4'41 0'39	0'71 0'30	0'24 0'32	0'46 0'47	0'30 0'40	1st half 2nd „	157a
0'03 0'02	... ...	... ...	0'09 0'13	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... 0'01	... ...	1st half 2nd „	158a
0'04 0'03	0'02 0'01	0'01 ...	0'02 0'05	0'03 0'04	0'02 0'02	... ...	... ...	... ...	0'01 0'01	0'01 0'01	0'03 0'03	0'01 0'02	0'02 0'04	1st half 2nd „	159a
0'08 0'06	... ...	... ...	0'11 0'07	0'21 0'02	0'13 0'17	0'05 0'06	... ...	... 0'04	0'22 0'25	0'66 0'36	0'19 0'18	0'08 0'08	... ...	1st half 2nd „	160a
0'05 0'06	0'17 0'24	0'01 ...	0'09 0'10	0'01 ...	... ...	... ...	... ...	... ...	0'01 0'01	... ...	0'02 0'04	0'01 0'09	0'02 0'01	1st half 2nd „	161a
5'33 4'80	4'94 4'81	6'12 6'28	3'38 3'69	3'61 3'76	3'51 4'31	2'50 3'00	1'88 1'94	5'08 5'35	5'02 5'58	4'52 3'46	4'13 4'31	3'91 3'81	4'77 4'81	1st half 2nd „	162a
1'45 1'31	1'67 1'30	2'69 2'77	1'32 2'08	1'97 2'14	0'84 1'10	0'84 1'02	0'77 1'82	1'19 2'04	1'41 2'38	1'51 1'14	1'74 2'07	1'36 1'34	1'22 1'56	1st half 2nd „	152b
3'65 3'66	5'22 4'86	6'90 7'50	3'21 4'99	3'21 4'23	2'82 3'28	2'12 2'79	3'32 4'72	3'17 3'76	4'30 5'11	4'85 4'86	3'80 4'85	4'09 4'18	4'53 5'24	1st half 2nd „	153b
1'10 1'10	1'22 1'02	1'41 1'45	1'04 1'44	0'83 1'04	0'86 1'11	0'30 0'50	0'28 0'56	0'26 0'47	0'60 0'81	1'35 1'27	1'61 1'93	0'97 0'95	1'12 1'40	1st half 2nd „	154b
0'71 0'77	0'93 0'69	1'39 1'53	0'92 1'35	1'03 1'36	0'54 0'87	0'64 1'08	0'63 1'34	0'47 1'39	1'51 1'31	0'76 0'66	1'14 1'26	0'91 0'85	0'84 1'08	1st half 2nd „	155b
0'10 0'11	0'06 0'06	0'38 0'44	0'11 0'16	0'04 0'10	0'12 0'10	... 0'08	... 0'08	0'09 0'01	0'03 ...	... ...	0'43 0'25	0'14 ...	0'23 0'24	1st half 2nd „	156b
0'72 0'70	0'51 0'38	0'99 0'98	0'57 0'64	0'64 0'85	0'33 0'57	0'49 0'97	0'68 1'61	0'59 0'74	0'73 0'77	1'01 0'85	0'58 0'89	1'02 1'07	0'54 0'86	1st half 2nd „	157b
0'04 0'03	... ...	... ...	0'21 0'41	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	1st half 2nd „	158b
0'07 0'06	0'03 0'02	0'01 ...	0'04 0'17	0'08 0'10	0'02 0'03	... 0'01	0'01 0'02	... ...	0'02 0'02	0'04 0'04	0'08 0'09	0'03 0'04	0'04 0'07	1st half 2nd „	159b
0'13 0'09	... ...	... ...	0'26 0'22	0'40 0'05	0'21 0'28	0'09 0'14	... ...	... 0'07	0'41 0'50	1'76 1'03	0'46 0'51	0'17 0'19	... ...	1st half 2nd „	160b
0'08 0'11	0'33 0'44	... ...	0'21 0'31	... 0'01	0'01 0'01	... ...	... ...	... ...	0'01 0'02	0'01 0'01	0'04 0'05	0'03 0'10	0'04 0'03	1st half 2nd „	161b
8'05 7'94	9'97 8'17	13'86 14'27	7'89 11'77	8'29 9'86	5'75 7'35	4'48 7'19	5'69 10'15	5'77 8'48	9'02 10'92	12'19 9'86	9'97 11'90	8'66 8'72	8'56 10'48	1st half 2nd „	162b
1'45 1'31	1'49 1'18	2'68 2'76	1'22 1'93	1'97 2'14	0'84 1'10	0'84 1'02	0'77 1'82	1'19 2'04	1'41 2'38	1'51 1'14	1'74 2'07	1'36 1'34	1'24 1'56	1st half 2nd „	

# Appendix 46. Analysis.

## APPEN Analysis of working of each railway

NOTE—These statistics are not

Serial number.	PARTICULARS.	GAUGE. Class: No.	5' 6"										
			1	2 (a)	3	4	5	7	8	9 (a) to (e)	10 (f) to (j)	11 (a) to (e)	12 (a) and (b)
			East Indian.	Eastern Bengal.	Bengal Central.	Bengal Nagpur.	East Coast.	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
	PER TOTAL TRAIN-MILE.										TABLE	E. GEN	ERAL
163a	Home expenditure, <i>Annas</i>	1st half 2nd "	0'35 0'38	0'22 ...	1'56 1'35	0'82 1'11	...	0'15 ...	0'10 ...	0'17 0'47	0'70 0'82	0'32 0'30	0'45 0'73
164a	Agent's office—salaries and expenses . "	1st half 2nd "	0'10 0'18	0'37 0'30	1'05 0'90	0'30 0'50	0'40 0'36	0'22 0'26	0'19 0'23	0'27 0'18	0'31 0'35	0'04 0'26	0'28 0'32
165a	Audit, accounts, and pay office . . "	1st half 2nd "	0'44 0'40	...	1'27 1'13	0'65 0'90	1'09 1'06	0'71 0'72	0'63 0'66	0'55 0'63	0'69 0'81	0'17 0'89	0'97 1'11
166a	Stores department . "	1st half 2nd "	0'15 0'17	0'10 0'05	0'12 0'13	0'15 0'23	0'38 0'30	0'15 0'17	0'17 0'18	0'17 0'19	0'24 0'26	0'07 0'40	0'11 0'15
167a	Medical . . . "	1st half 2nd "	0'12 0'13	0'20 0'18	0'10 0'09	0'18 0'22	0'17 0'17	0'11 0'12	0'13 0'16	0'10 0'12	0'10 0'12	0'15 0'19	0'17 0'17
168a	Rents and miscellaneous . . "	1st half 2nd "	0'19 0'19	...	0'71 0'55	0'25 0'28	0'22 0'15	0'16 0'16	0'16 0'17	0'12 0'12	0'23 0'24	0'27 0'27	0'39 0'37
169a	Police . . . . "	1st half 2nd "	0'20 0'20	0'16 0'14	0'34 0'34	0'15 0'26	0'14 0'13	0'15 0'17	0'22 0'24	0'24 0'28	0'23 0'29	0'39 0'44	0'42 0'41
170a	Advertising . . . "	1st half 2nd "	0'01 0'01	0'02 0'05	0'06 0'08	0'02 0'02	0'03 0'03	0'01 0'01	0'01 0'01	0'01 0'01	...	0'01 0'01	...
171a	Electric telegraph . . "	1st half 2nd "	0'51 0'57	...	0'76 0'69	0'75 1'19	1'05 0'90	0'66 0'76	0'86 0'90	0'50 0'59	0'58 0'67	0'60 0'81	0'46 0'55
172a	Other charges (net) . . "	1st half 2nd "	0'01 ...	...	...	...	0'01 0'02	0'01 0'01	0'01 ...	0'08 0'01	...	0'03 0'02	...
173a	Total general charges . . "	1st half 2nd "	2'09 2'30	3'00 2'46	5'97 5'26	3'27 4'74	3'40 3'18	2'33 2'38	2'50 2'55	2'22 2'63	3'08 3'57	2'05 3'59	3'25 3'83
	PER CENT. ON TOTAL EARNINGS.												
163b	Home expenditure <i>Per cent.</i>	1st half 2nd "	0'49 0'57	0'37 ...	3'18 2'64	1'23 1'97	...	0'26 ...	0'17 ...	0'28 0'83	0'99 1'46	0'34 0'33	0'60 1'07
164b	Agent's office—salaries and expenses. "	1st half 2nd "	0'14 0'23	0'62 0'42	2'14 1'76	0'45 0'88	0'78 0'79	0'37 0'53	0'34 0'42	0'46 0'32	0'43 0'62	0'04 0'29	0'38 0'47
165b	Audit, accounts, and pay office . . "	1st half 2nd "	0'60 0'69	...	2'58 2'20	0'98 1'70	2'12 2'29	1'21 1'45	1'08 1'19	0'92 1'11	0'97 1'43	0'18 0'99	1'29 1'63
166b	Stores department . . "	1st half 2nd "	0'20 0'25	0'16 0'07	0'24 0'24	0'22 0'40	0'74 0'65	0'26 0'34	0'39 0'33	0'29 0'34	0'35 0'47	0'07 0'45	0'15 0'21
167b	Medical . . . . "	1st half 2nd "	0'17 0'20	0'33 0'25	0'21 0'18	0'28 0'39	0'33 0'36	0'19 0'24	0'26 0'30	0'17 0'21	0'14 0'21	0'16 0'21	0'22 0'25
168b	Rents and miscellaneous . . "	1st half 2nd "	0'26 0'29	...	1'45 1'68	0'37 0'49	0'43 0'33	0'27 0'32	0'27 0'31	0'20 0'24	0'33 0'44	0'28 0'30	0'52 0'53
169b	Police . . . . "	1st half 2nd "	0'28 0'29	0'27 0'20	0'68 0'67	0'23 0'45	0'27 0'28	0'26 0'34	0'29 0'42	0'40 0'50	0'32 0'52	0'41 0'49	0'55 0'60
170b	Advertising . . . . "	1st half 2nd "	0'01 0'02	0'03 0'07	0'12 0'15	0'03 0'04	0'06 0'06	0'02 0'02	0'01 0'02	0'02 0'02	0'01 0'02	0'01 0'01	...
171b	Electric telegraph . . . "	1st half 2nd "	0'71 0'85	...	1'55 1'34	1'12 2'11	2'02 2'08	1'11 1'53	1'49 1'63	0'83 1'04	0'83 1'26	0'63 0'90	0'62 0'81
172b	Other charges (net) . . . "	1st half 2nd "	0'01 ...	...	...	...	0'03 0'05	0'01 0'02	0'01 0'01	0'14 0'02	...	0'03 0'03	...
173b	Total general charges . . . "	1st half 2nd "	2'87 3'45	4'98 3'43	12'15 10'20	4'91 8'39	6'78 6'89	3'96 4'79	4'31 4'64	3'72 4'62	4'37 6'37	2'15 4'60	4'33 5'60
	PER CENT. ON GROSS EARNINGS.										TABLE	E. G. SP	AND
174	Law charges . . . . "	1st half 2nd "	0'01 0'03	0'04 0'03	0'37 0'19	0'01 0'01	0'00 0'05	...	...	0'11 0'02	...	0'01 0'01	0'03 0'02
175	Compensation . . . . "	1st half 2nd "	0'04 0'07	0'60 0'35	0'27 0'02	0'08 0'32	0'01 0'11	0'03 0'09	0'09 0'08	0'12 0'12	0'20 0'53	0'10 0'33	0'02 0'01
176	Rates and taxes . . . . "	1st half 2nd "	0'13 0'14	0'24 0'17	0'26 0'11	0'05 0'05	0'09 0'20	0'08 0'04	0'11 0'16	0'18 0'21	0'01 0'01	0'22 0'30	...
177	Payments to other lines. . "	1st half 2nd "	1'34 1'35	...	5'92 8'86	0'58 0'98	0'71 0'44	0'87 0'85	0'41 0'34	0'66 0'41	3'08 2'43	0'91 0'31	1'89 0'45
178	Other charges (net) . . . "	1st half 2nd "	0'19 0'21	1'42 ...	0'47 1'10	1'56 1'57	1'00 1'02	0'81 0'87	1'08 1'06	0'96 1'08	0'83 1'95	1'87 0'14	0'58 0'78
179	Total special and miscellaneous expenses . . "	1st half 2nd "	1'71 1'81	2'30 1'91	7'29 10'28	2'28 2'93	1'81 1'77	1'74 1'85	1'69 1'64	2'04 1'84	4'12 4'97	3'11 1'09	3'59 1'28

\* Including cost of Government controlling establishment.

DIX 46—contd.

(by systems) during each half-year of 1900—contd.

prepared by the railways not shown.

3' 3 1/2".														GAUGES.	
12	2 (b) to (d).	15	17	18	10 (f) to (e).	19		20	21	11 (c).	22	24	25	Class: No.	Serial number.
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.		Udai-pur-Chitor.	Bhāv-nagar-Gondal-Junāgad-Porbandar.	Hyderabad-Gōdā-vari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half year.	
CHARGES.															
0'44 0'42		1'95 1'65	0'48 0'54	0'60 0'74	0'43 0'17	...	...	...	0'14 0'20	0'23 0'39	0'80 0'86	0'48 0'43	0'84 0'73	1st half 2nd "	164a
0'40 0'41		0'97 0'90	0'15 0'20	0'39 0'40	0'03 0'15	...	...	1'23 1'50	0'50 0'68	0'14 0'16	0'24 0'23	0'22 0'24	0'27 0'24	1st half 2nd "	164b
0'90 0'84		2'28 2'14	0'74 0'74	0'87 1'12	0'10 0'58	0'86 0'64	0'52 0'31	1'61 1'07	1'12 1'40	0'55 0'61	0'72 0'77	0'74 0'73	0'57 0'54	1st half 2nd "	165a
0'16 0'14		0'74 0'64	0'07 0'08	0'24 0'29	0'04 0'22	0'10 0'13	0'06 0'06	0'09 0'10	0'24 0'34	0'08 0'09	0'18 0'21	0'22 0'22	0'18 0'18	1st half 2nd "	166a
0'19 0'16		0'48 0'47	0'07 0'09	0'08 0'10	0'11 0'13	0'05 0'07	0'02 0'02	0'15 0'27	0'27 0'41	...	0'15 0'15	0'15 0'17	0'13 0'15	1st half 2nd "	167a
0'15 0'13		0'27 0'26	0'14 0'14	0'20 0'33	0'16 0'31	0'03 0'04	0'06 0'08	0'15 0'58	0'28 0'42	...	0'17 0'19	0'18 0'18	0'18 0'15	1st half 2nd "	168a
0'20 0'27		0'41 0'41	0'24 0'25	0'35 0'39	0'28 0'36	0'02 0'02	0'03 ...	...	0'74 0'98	0'87 0'65	0'35 0'42	0'37 0'20	0'44 0'35	1st half 2nd "	169a
0'04 0'03		0'02 0'03	0'01 ...	0'01 0'03	...	...	...	...	0'01 0'01	0'04 0'02	0'02 0'01	0'02 0'01	0'01 0'01	1st half 2nd "	170a
0'88 0'82		1'47 1'46	0'60 0'70	0'69 0'80	0'67 0'88	0'52 0'29	0'28 0'28	0'83 0'94	0'84 1'18	...	0'88 0'97	0'58 0'57	0'72 0'73	1st half 2nd "	171a
0'23 0'19		...	0'01 0'04	...	4'34	...	...	...	...	...	...	0'01 0'02	0'01 0'01	1st half 2nd "	172a
3'68 3'41		8'59 7'97	2'51 2'78	3'70 4'53	1'82 2'70	1'58 1'79	0'97 0'75	4'06 4'46	4'14 5'62	2'78 3'11	3'51 3'81	3'39 3'18	3'35 3'08	1st half 2nd "	173a
Included with the 5' 0" gauge.															
0'65 0'68		4'28 3'62	0'101 0'151	0'125 0'166	0'69 0'28	...	...	...	0'25 0'38	0'60 1'07	1'87 8'31	0'105 0'97	1'49 1'54	1st half 2nd "	162b
0'59 0'67		2'12 1'97	0'32 0'55	0'76 0'89	0'05 0'26	...	...	1'39 2'36	0'89 1'30	0'37 0'45	0'56 0'62	0'47 0'55	0'48 0'52	1st half 2nd "	164b
1'33 1'37		4'08 4'68	1'55 2'08	1'80 2'48	0'15 0'98	1'51 1'50	1'82 1'67	1'98 2'67	1'43 1'66	1'70 2'07	1'60 1'64	1'02 1'14	1st half 2nd "	165b	
0'23 0'23		1'63 1'40	0'14 0'23	0'50 0'65	0'07 0'37	0'18 0'31	0'15 0'31	0'10 0'17	0'43 0'64	0'22 0'26	0'43 0'58	0'48 0'49	0'31 0'39	1st half 2nd "	166b
0'27 0'27		1'04 1'03	0'15 0'24	0'17 0'22	0'18 0'22	0'09 0'16	0'05 0'08	0'17 0'43	0'47 0'78	...	0'36 0'41	0'33 0'37	0'23 0'31	1st half 2nd "	167b
0'23 0'20		0'61 0'57	0'30 0'39	0'41 0'74	0'25 0'34	0'05 0'10	0'17 0'36	0'17 0'92	0'49 0'79	...	0'39 0'52	0'39 0'40	0'32 0'33	1st half 2nd "	168b
0'43 0'43		0'89 0'98	0'50 0'70	0'72 0'87	0'45 0'60	0'04 0'04	0'08 ...	...	1'32 1'88	2'25 1'78	0'83 1'14	0'70 0'46	0'79 0'74	1st half 2nd "	169b
0'06 0'05		0'04 0'06	0'01 0'02	0'01 0'06	...	...	...	...	0'02 0'03	0'10 0'06	0'05 0'03	0'04 0'03	0'02 0'01	1st half 2nd "	170b
1'31 1'34		3'22 3'19	1'26 1'95	1'44 1'80	1'09 1'48	0'91 2'07	0'81 1'33	0'94 1'47	1'48 2'26	...	2'09 2'62	1'27 1'29	1'27 1'56	1st half 2nd "	171b
0'34 0'30		0'01 0'03	0'01 0'12	...	...	...	...	...	...	...	0'01 0'01	0'02 0'04	0'02 0'01	1st half 2nd "	172b
5'44 5'54		18'82 17'44	5'24 7'79	7'67 10'11	2'93 4'54	2'78 4'18	2'76 3'55	4'59 7'02	7'33 10'73	7'22 8'51	8'29 10'31	7'35 7'15	5'95 6'55	1st half 2nd "	173b
MISCELLANEOUS EXPENSES.															
0'02 ...		0'02 0'07	0'03 0'03	0'07 0'01	...	...	...	...	...	0'03 0'05	0'02 ...	0'03 0'01	0'02 0'01	1st half 2nd "	174
0'05 0'11		0'02 0'05	0'31 0'27	0'05 0'07	0'06 0'18	0'05 0'13	0'02 0'12	0'02 0'07	0'05 0'20	...	0'04 0'02	0'01 0'03	...	1st half 2nd "	175
0'18 0'23		0'31 0'06	0'08 0'11	0'01 0'02	0'02 ...	...	...	...	0'01 ...	0'01 0'01	0'06 0'15	0'33 0'19	0'21 0'38	1st half 2nd "	176
...		...	0'16 0'07	0'10 ...	0'40 0'47	2'98 1'56	0'82 0'38	3'06 2'38	0'12 0'16	...	0'09 0'09	0'12 0'09	...	1st half 2nd "	177
1'20 1'30		1'58 0'57	1'68 3'13	5'30 5'79	0'54 0'15	0'16 0'31	0'12 0'25	1'19 1'44	1'08 1'02	0'06 0'35	0'97 2'08	0'65 0'65	1'01 0'98	1st half 2nd "	178
1'35 2'16		1'93 1'68	2'21 3'61	5'73 5'88	1'02 0'81	3'19 2'00	0'96 0'75	4'27 3'89	1'26 1'43	0'48 0'63	1'18 2'46	1'14 0'97	1'24 1'40	1st half 2nd "	179

Appendix 46.  
Analysis.

APPEN

## Analysis of working of each railway

EXTRACT FROM TABLES PRINTED

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE.											
		Class No.	5' 6".										
			1	2(a)	3	4	5	7(a) & (b)	8	9(a) to (e)	9(f) to (i)	10(a) to (e)	11(a) & (b)
		Calendar year 1900 by half-years.	East Indian.	Eastern Bengal.	Bengal Central.	Bengal Nagpur.	East Coast.	Ondh and Rohilkhand.	North Western.	Great Indian Peninsula.	Indian Midland.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
FROM APPENDIX I.													
180	Average number of locomotives on the line . No.	1st-half 2nd "	794 799	114 114	22 27	140 149	73 75	162 163	603 599	605 595	142 142	183 180	5 52
181	Average miles run per locomotive per diem . Miles	1st-half 2nd "	69'79 67'80	64'34 74'37	56'50 133'60	84'87 55'74	79'02 79'55	69'74 67'79	51'94 50'50	53'61 49'03	68'54 58'08	69'38 52'32	76'10 65'35
182	Coaching . lbs.	1st-half 2nd "										49'87 43'01	38'55 45'12
183	Goods . . "	1st-half 2nd "	52'51 50'71	45'91 50'65	32'31 35'49	55'95 54'09	48'90 46'77	40'33 40'06	44'65 41'02	42'00 42'00	52'00 51'01	51'27 49'01	60'81 65'35
184	Mixed . . "	1st-half 2nd "										45'41 44'02	59'36 63'19
185	lbs. wood per engine-mile wood-burning engines)—Coaching . lbs.	1st-half 2nd "	...	...	...	...	...	...	...	...	...	...	...
186	Goods . . "	1st-half 2nd "	...	...	...	...	...	...	...	...	...	...	...
187	Mixed . . "	1st-half 2nd "	...	...	...	...	...	...	...	...	...	...	...
188	Average gross weight of trains—Coaching . Tons	1st-half 2nd "	178'17 180'30	169'00 162'49	164'64 174'34	183'83 170'98	163'80 200'61	190'38 175'83	208'07 201'70	159'05 165'02	117'27 112'27	168'32 162'31	124'33 118'36
189	Goods . . "	1st-half 2nd "	420'85 399'86	379'91 461'77	226'38 174'34	369'17 301'62	294'75 271'27	298'37 259'13	299'61 275'04	325'92 319'75	456'15 424'29	485'93 473'14	360'85 410'25
190	Mixed . . "	1st-half 2nd "	218'18 218'73	196'26 259'99	174'93 348'67	330'74 261'00	285'07 195'37	214'30 195'78	250'12 240'93	...	237'83 224'99	217'43 209'18	368'98 282'37
191	Average through speed of trains—Coaching . Miles per hour.	1st-half 2nd "	18'80 20'40	19'07 19'07	16'00 16'00	24'18 22'78	17'43 17'54	29'38 29'38	20'63 21'15	22'87 22'87	26'64 27'22	20'84 20'84	22'98 22'86
192	Goods . . "	1st-half 2nd "	12'70 † 12'70	15'00 15'00	12'00 12'00	10'95 11'05	10'70 10'45	9'13 9'13	11'60 11'56	10'68 10'68	11'04 10'31	10'11 10'11	10'28 10'23
193	Mixed . . "	1st-half 2nd "	18'00 18'00	14'30 14'30	14'00 14'00	13'14 13'14	13'87 13'05	16'09 16'09	15'03 14'96	15'12 15'12	16'76 16'66	14'98 14'58	13'57 13'57
FROM APPENDIX II.													
194	Average mileage per diem of coaching vehicles, including brakes . Miles	1st-half 2nd "	243,713 245,786	44,579 44,813	10,057 9,192	55,926 54,354	40,602 39,190	75,953 78,815	221,238 229,451	155,082 157,026	46,296 46,223	71,311 69,605	14,063 14,103
195	Goods ditto ditto . "	1st-half 2nd "	875,613 780,328	64,169 117,165	7,778 16,932	233,411 119,967	66,824 72,010	124,658 92,653	349,522 291,684	450,811 328,988	159,935 110,461	270,719 152,276	80,234 65,090
	Average load of passengers . Miles	1st-half 2nd "	58'89 61'24	30'39 29'94	22'38 23'22	74'87 65'93	38'72 40'95	44'67 42'86	45'95 47'60	29'68 33'97	67'17 65'78	20'08 21'21	49'57 48'98
	Average load of goods . "	1st-half 2nd "	206'27 197'52	112'95 119'21	65'42 85'46	244'73 135'35	129'03 140'64	107'01 105'51	136'42 140'63	236'72 245'21	255'61 173'53	139'88 143'97	166'09 124'07
	Total tonnage of goods lifted . Tons	1st-half 2nd "	5,159,853 4,755,011	532,579 716,722	83,241 122,550	1,070,873 898,256	611,920 590,714	1,048,431 733,095	2,817,171 2,217,365	1,797,819 1,189,446	607,798 593,361	1,613,869 1,019,801	505,530 506,166
FROM APPENDIX V.													
196	Average age of sleepers—Wood . . Years	1st-half 2nd "	10'64 10'59	8'50 8'50	12'31 12'41	4'75 5'19	4'14 4'23	8'91 9'35	7'42 7'81	¶ ¶	¶ 16'50 ¶ 16'75	†† 8'30 †† 8'31	15'00 15'00
197	Iron . . "	1st-half 2nd "	10'00 10'13	† 7'00 † 7'50	...	§ 7'50 § 8'03	§ 6'43 § 6'63	† 16'64 † 16'72	† 12'84 † 13'21	¶ ¶	¶ 10'25 ¶ 10'75	†† 15'21 †† 13'57	24'50 25'00
198	Percentage of removals—Wood . . Per cent.	1st-half 2nd "	4'40 3'94	8'98 3'93	4'07 3'16	1'65 0'04	0'94 1'33	0'24 0'09	4'44 0'90	7'09 2'10	¶ 0'29 ¶ 0'76	†† 4'79 †† 5'52	3'95 8'59
199	Iron . . "	1st-half 2nd "	1'84 2'54	† 0'24 † 0'21	...	§ 0'18 § 0'05	§ 0'62 § 0'60	† 1'24 † 2'18	± 1'68 ± 0'95	0'57 0'50	¶ 0'03 ¶ 0'03	†† 0'20 †† 6'26	0'72 0'85

\* The through speed of express goods trains is 17'00 miles per hour.

† The through speed of express goods trains is 16'90 miles per hour.

‡ Total iron and steel sleepers.

§ Steel sleepers.

¶ Information not furnished.

¶ Indian Midland railway only.

†† Bombay, Baroda and Central India railway only.

## DIX 46—concl'd.

(by systems) during each half-year of 1900—concl'd.

Appendix 46.  
Analysis.

AS APPENDICES TO THE ANALYSES.

prepared by the railways not shown.

3' 3"														GAUGE.	Serial number,
12 (a) and (b)	2 (b) to (d)	15	17	18	10 (f) to (i)	19	20	21	11 (c)	22	24	25	Class : No.		
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Majwa.	Jodhpur-Bikaner. Jodhpur section. Bikaner section.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Porbandar	Hyderabad Godavari.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1900 by half-years.		
168 168	97 101	43 41	149 148	26 26	428 428	30 32	2 2	33 31	17 29	197 195	202 201	159 167	1st-half 2nd "		
53'55 57'33	69'51 76'02	44'28 46'71	67'95 64'19	82'16 67'87	60'93 46'05	63'78 50'91	106'95 89'96	71'98 54'57	55'33 60'83	56'52 52'93	48'95 49'58	71'56 67'62	1st-half 2nd "		
42'45 42'95	29'59 29'39	26'82 29'72	32'68 28'68	...	33'63 33'57	38'85 29'89	21'89 ...	35'76 39'54	28'33 28'53	30'20 31'84 43'36 43'47	31'50 31'89	29'94 28'74 27'36 25'78	36'81 39'25 31'22 33'29 30'78 41'92	1st-half 2nd "	
														182	
														183	
														184	
...	...	...	...	52'21 50'69	...	...	...	...	...	...	...	...	1st-half 2nd "		
...	...	...	...		...	...	...	...	...	...	...	...	1st-half 2nd "		
...	...	...	...		...	...	...	...	...	...	...	...	...	1st-half 2nd "	
...	...	...	...		...	...	...	...	...	...	...	...	...	1st-half 2nd "	
135'56 129'49	104'48 115'62	116'54 103'68	140'04 131'60	55 55	106'70 107'59	73'82 116'52	56'37 50'08	...	68'69 67'73	...	105'23 98'50	69'21 71'23	117'33 115'61	1st-half 2nd "	
326'86 321'12	206'84 160'00	147'49 131'46	170'91 184'25	55 55	234'87 243'35	185'77 148'40	134'83 137'67	123'32 141'80	160'60 156'11	124'93 116'54	283'02 286'99	91'97 91'70	181'25 143'61	1st-half 2nd "	
286'52 269'62	153'62 139'83	198'33 170'70	161'81 113'38	55 55	136'87 137'96	121'83 109'96	81'90 71'50	208'46 174'23	126'06 125'00	155'46 128'98	204'47 194'96	194'42 196'36	176'44 161'95	1st-half 2nd "	
19'91 18'71	19'28 19'28	...	15'40 15'40	...	19'22 19'27	...	...	...	20'25 20'25	...	16'31 16'31	18'00 18'00	18'32 18'32	1st-half 2nd "	
12'26 12'43	12'00 12'00	...	9'50 9'50	10'45 10'49	9'65 9'66	10'59 10'30	10'55 11'62	12'00 12'00	10'93 10'93	9'65 9'65	8'30 8'30	9'50 9'50	11'28 11'28	1st-half 2nd "	
11'17 10'16	12'50 12'50	12'58 12'58	13'40 13'40	11'84 13'45	14'73 14'73	12'34 13'41	13'47 12'89	14'76 14'76	12'29 12'29	12'12 13'72	12'81 12'81	12'00 12'00	13'36 13'36	1st-half 2nd "	
48,215 47,802	48,020 50,655	16,295 15,513	73,008 79,979	12,083 12,699	135,117 140,385	9,576 9,504	1,042 1,104	...	20,520 17,846	3,505 7,942	58,490 63,260	94,092 94,776	91,094 90,470	1st-half 2nd "	
108,302 112,689	82,572 80,075	31,616 25,642	134,276 101,906	24,786 18,078	581,474 378,009	28,474 15,734	3,420 3,083	...	34,509 16,817	14,393 18,441	170,339 1,33,800	73,733 78,881	153,713 132,224	1st-half 2nd "	
31'67 32'54	31'06 34'32	36'39 36'42	34'58 33'49	34'97 34'27	47'92 47'45	56'94 55'00	37'95 36'90	42'96 44'57	33'55 32'52	42'74 51'75	42'84 40'67	34'08 33'37	29'16 25'30	1st-half 2nd "	
108'45 102'71	90'16 115'62	83'61 76'71	114'15 101'64	67'32 72'60	250'91 257'83	94'06 143'90	46'25 43'69	50'58 55'79	59'21 57'79	65'91 42'24	182'50 157'97	56'35 56'23	125'03 121'42	1st-half 2nd "	
711,047 788,306	474,020 422,523	180,814 203,136	767,164 480,020	215,572 138,210	1,533,190 1,011,773	183,267 100,397	50,740 51,427	34,140 20,981	230,543 126,080	95,572 204,872	531,011 464,094	842,732 790,611	670,654 584,457	1st-half 2nd "	
9'03 9'25	12'50 12'50	...	11'58'3 11'13'70	9'36 9'68	9'50 9'50	11'8'00 11'7'00	11'6'00 11'5'50	4'00 4'50	9'99 10'41	...	12'00 12'00	12'30 12'30	10'40 10'77	1st-half 2nd "	
28'15 28'58	14'00 14'50	...	11'16'89 11'17'38	...	11'3'50 11'14'00	...	...	...	10'21 10'71	...	12'50 13'00	14'20 14'66	...	1st-half 2nd "	
3'19 3'15	3'71 3'37	0'75 0'06	11'3'41 11'3'10	2'16 1'82	6'33 5'77	11'12'84 11'0'10	...	0'02 ...	1'00 0'83	...	0'37 2'51	3'60 0'88	1'48 0'94	1st-half 2nd "	
0'17 0'16	3'19 12'64	...	11'0'22 11'4'23	...	1'0'17 ...	...	...	...	0'06 0'01	...	0'23 0'70	0'20 ...	...	1st-half 2nd "	

†† Tirhoot section only. The figures for the Company's section are—Item 196 { 1st-half 8'22.  
2nd-half 8'52. Item 198 { 1st-half 1'16.  
2nd-half 2'40.

§§ Information not furnished.

||| Wood and steel sleepers.

††† Excluding the Pondicherry and Karaikkal-Peralam railways.

... South Indian railway only.





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**APPENDICES**  
**of**  
**IMPORTANT DOCUMENTS.**

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## APPENDIX A.

**Memorandum, dated the 20th March 1901, by the Honourable Sir Arthur Trevor, K.C.S.I., on the anticipated capital expenditure on railways for the three years 1901-1902 to 1903-1904.**

It was explained in the memorandum appended to the Financial Statement this time last year that in consequence of certain changes, of which a summary was given, in the procedure for the consideration of railway projects, the memorandum would then and for the future be confined mainly to the presentment of such details in connection with the railway programme for the ensuing and two following years as do not find a place in the Financial Statement.

For any information which may be wanted in regard to proposals not in the programme, reference is invited to the History of Railway Projects revised and brought up to date which was issued in October last.

2. In connection with the form of the present programme which is printed as Statement A to this memorandum, there are two points which call for notice.

The first is that for the grouping according to the source from which the expenditure is to be met, and the agency to be employed, which has hitherto been adopted, a new grouping has been substituted which is designed to illustrate the principle on which the resources available have been distributed.

That principle is that, in framing the railway programme, the amount required to meet the needs of open lines, so far as they can be foreseen, should be regarded as a first charge upon the money available for railway purposes, and that every effort should be made to provide in full or all demands arising out of the development of existing traffic—that next in order provision should be made for the steady prosecution and early completion of lines in progress, preference under this head being given to Companies' lines over those under construction by the agency of the State, and, lastly, for new projects which depend on the ability of the State to find money to complete them without financial embarrassment to the Government.

In the abstract at the end the totals are given according to the old as well as according to the new grouping for facility of comparison.

3. The other point is that in order to admit of the continuous application of the principle above stated, the minimum of 6½ crores, which was adopted last year as the basis of the programme for the years following that actually dealt with in the budget, has been abandoned. The forecast for 1902-1903 and 1903-1904 has been based on the aggregate of the actual demands so far as they can be at present foreseen by the railway administrations concerned, for open lines and lines under construction, which alone come to 10½ crores for 1901-1902 and nearly 7 crores for 1902-1903. The obligation to find this amount if possible being accepted, it will remain to consider in connection with the preparation of the estimates for each successive year whether the amount can be found or not; if not, in what directions reduction can be effected with the least mischief, and if, on the other hand, the financial position is as easy as may be hoped for, how far it is possible to go in undertaking new lines from among those shown in Statement B, in addition to the comparatively obligatory provision for lines open and in progress.

4. As has been explained on former occasions it must be clearly understood that except in so far as it embodies the actual budget provisions for the year next ensuing, the whole programme is provisional only, that the order of priority given to the new projects which it is proposed to include in it, as funds permit, is always liable to reconsideration, and that the actual inception of any particular project depends on its final acceptance by the Government of India and the Secretary of State, on the financial situation when the time comes, and in some cases on the possibility that offers may be received for its construction by a company which may admit of its being carried out independently of the programme.

5. Turning to details it will be observed that, whereas the total of the sums shown in the programme presented last March for the year now ending amounted to Rs. 7,30,84,000 only and included no provision for any new railway, the Government of India have been able during the course of the year to make supplementary grants

## Appendix A—contd.

Appendix A,  
Important  
documents

for different lines, raising the total to Rs. 8,30,75,000, and that out of these grants it has been possible to commence work on the Gondia-Jubbulpur line, one of the three projects mentioned in paragraph 5 of last year's memorandum as having been struck out owing to the pressure of famine demands, and also on a second line, the Midnapur-Jherriah, which was shown last year as for commencement in 1901-1902 only.

Of the other two lines struck out last year the Dhulia-Amalner line is for the present in abeyance owing to the transfer of the Great Indian Peninsula Railway to the State and the Godhra-Baroda Chord still awaits the possibility of providing funds.

The commencement of the 4th line, that from Sakri to Jainagar, to which reference was made in the same paragraph, has unfortunately been delayed by the inability of the Bengal and North-Western Railway Company to raise the necessary funds on debentures the currency of which they were obliged to limit to the short unexpired term of their contract for the working of the Tirhoot State Railway, of which the Sakri-Jainagar line will form a part. This difficulty has lately been got over, it is understood, by the Secretary of State's acceptance of liability for debentures of a suitable term after the determination of the Tirhoot Contract, and it is hoped the line may now soon be put in hand.

6. For 1901-1902 the allotments amount to Rs. 10,32,44,000 against the minimum of 6½ crores shown in the programme last year. So far as can at present be foreseen the whole of this amount will be required to meet the pressing needs of open lines and for the energetic prosecution of lines under construction, including the three lines recently commenced, namely, the Khushalgarh-Kohat, Gondia-Jubbulpur and Midnapur-Jherriah, but it is hoped that later in the year it may be possible to find a place for the commencement of the section of the Godhra-Baroda Chord in British territory. For the length in Baroda territory funds will be found by the Durbar.

In 1902-1903 we may hope, if the present financial position is maintained, to commence the first ten or twelve of the lines entered in Statement B and most of the remainder in 1903-1904.

7. The usual summary of railway progress giving the lengths of the lines is entered as a Statement E to this memorandum.

8. The capital expenditure on railways falling within the categories now included in the programme for the ten years from 1892-93 to 1901-1902 is shown below:—

[Lakhs of rupees].

	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.	Revised Estimate, 1900-1901.	Budget Estimate, 1901-1902.
Capital expenditure on open lines .	108	120	184	167	240	179	221	335	405	460
On construction of new lines .	472	392	390	421	654	691	661	562	426	572
<b>TOTAL</b>	<b>580</b>	<b>512</b>	<b>574</b>	<b>588</b>	<b>894</b>	<b>870</b>	<b>882</b>	<b>897</b>	<b>831</b>	<b>1,032</b>

9. The subjoined table shows the progress made in the development of railway communication, including lines financed by Native States or Companies outside the programme, during the 5½ years of my officiating and substantive tenure of the office of Public Works Member:—

YEAR.	AT COMMENCEMENT OF YEAR.			DURING THE YEAR.		REMARKS.
	Opened.	Commenced but not open.	Sanctioned but not commenced	Opened.	Sanctioned.	
1895-96 . . . . .	18,855	2,195	22	821	2,415	* Of which 1,300 miles will probably be ready for opening in 1901-1902.
1896-97 . . . . .	19,677	3,741	48	713	1,054	
1897-98 . . . . .	20,390	4,008	129	743	917	
1898-99 . . . . .	21,156	3,948	349	1,339	631	
1899-1900 . . . . .	22,491	2,454	286	1,266	732	
1900-1901 . . . . .	23,763	2,597*	430	1,385	392	
<b>TOTAL</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>6,268</b>	<b>6,141</b>	

**Appendix A.**  
Important  
documents.

**Appendix A—contd.**

10. The exceptionally favourable character of the earnings from railways during the years 1899-1900 was noticed in last year's memorandum, and it was anticipated that according to the revised estimates then available the customary loss on the direct railway account, that is, "the amount by which the net earnings fall short of the interest charges which have to be met, including strategic railways and loss arising from the special exchange provisions of the old railway contracts," would be reduced to about  $1\frac{1}{2}$  lakhs. It is satisfactory to be able to announce that this anticipation has been more than fulfilled, and that the actuals show, for the first time in the history of railways in India, an absolute surplus, which amounts to over  $11\frac{1}{2}$  lakhs.

It was stated at the same time that with the cessation of the exceptional traffic due to the famine and the despatch of troops to South Africa a falling off was to be looked for, and in the estimates for the year now ending the probable deficit was put down at 73 lakhs, but according to the most recent estimates, it appears that there will once more be an actual gain, this time of about  $23\frac{1}{2}$  lakhs, on the direct account of the year. This result is no doubt partly due to the unfortunate continuance of famine conditions during earlier months of the year and to the movement of an unusually heavy crop of rice in Burma and of cotton in Bombay, but it is again distinctly encouraging.

The estimates for 1901-1902 allow for a deficit of about  $24\frac{1}{2}$  lakhs.

11. Statement C is a list of Branch lines for the construction of which by private enterprise, outside the programme, arrangements have been made or are under consideration; and Statement D corresponds in a revised and amplified shape with Statement C, appended to last year's memorandum, which included a good many lines on which famine relief work, though sanctioned, was not actually undertaken. In connection with this Statement attention is invited to paragraph 6, page 2 of the last issue of the History of Railway Projects, where it is stated that Government will be prepared to receive proposals for the completion of some, if not all, of these lines on the understanding that the work already done will be given free of cost together with the land and the surveys already made.

APPENDIX A—*contd.*Appendix A.  
Important  
documents.

## STATEMENT A.

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**STATEMENT****OF**

Anticipated Capital Expenditure on Railways, Open or under Construction, for which Government have accepted any direct financial responsibility for the three years 1901-1902 to 1903-1904, including all Open Lines.

Branch lines under Rebate terms are excluded.

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## Appendix A—contd.

## Forecast of Capital Expenditure on Railways—1901-1902 to 1903-1904.

(OMITTING 000.)

No.	RAILWAY.	Grants allotted for 1900-1901.	PROPOSED DISTRIBUTION OF GRANTS DURING—			REMARKS.
			1901-1902.	1902-1903.	1903-1904.	
	<b>OPEN LINES.</b>	<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>	
	<b>By State Agency.</b>					
1	Eastern Bengal . . . . .	26,56	32,08	32,98	10,23	
2	Oudh and Rohilkhand . . . . .	9,76	15,30	13,10	8,10	
3	North Western . . . . .	51,78	48,47	27,26	25,25	
4	Warora Colliery . . . . .	—52	—10	25,00	25,00	
5	Store and Reserve . . . . .	—2,48	29,70			
6	Hyderabad-Shadipalli Conn. . . . .	...	1,53			
7	Other Minor Railways . . . . .	—2,09	...			
	Total Open Lines by State Agency .	83,01	1,26,98	98,34	68,58	
	<b>By the Agency of Main Line Companies.</b>					
8	East India . . . . .	1,43,77	1,57,50	1,39,56	1,57,99	
9	Rajputana-Malwa . . . . .	27,44	21,24	32,00	17,80	
10	Tirhoot . . . . .	20,00	5,00	20,70	20,86	
11	South Indian . . . . .	3,75	12,00	8,18	6,89	
12	Great Indian Peninsula . . . . .	40,21	10,58	10,00	10,00	
13	East Coast . . . . .	7,40	3,69	1,85	1,15	Section south of Vizagapatam.
14	Bezvada Extension . . . . .	...	12			
15	Guntakal-Mysore Frontier . . . . .	6	...			
16	Bhopal . . . . .	50	2,50			
17	Dhond and Manmad . . . . .	33	2,00	4		
18	Wardha Coal . . . . .	...	5			
19	Palanpur Deesa . . . . .	...	4			
	Total Open Lines by Agency of Main Line Cos.	2,43,46	2,14,72	2,12,29	2,14,69	
	Carried over .	3,26,47	3,41,70	3,10,63	2,83,27	

## Appendix A—contd.

## Forecast of Capital Expenditure on Railways—1901-1902 to 1903-1904—contd.

(OMITTING 000.)

No.	RAILWAY.	Grants allotted for 1900-1901.	PROPOSED DISTRIBUTION OF GRANTS DURING—			REMARKS.
			1901-1902.	1902-1903.	1903-1904.	
	<b>OPEN LINES—contd.</b>	<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>	
	Brought forward	3,26,47	3,41,70	3,10,63	2,83,27	
	<b>AGAINST THE CAPITAL ACCOUNTS OF THE OLD GUARANTEED RAILWAY COMPANIES.</b>					
20	Great Indian Peninsula Railway	5,04	...	...	...	
21	Madras . . . . .	9,88	15,31	60,60	52,77	
22	Bombay, Baroda and Central India	13,98	28,00	28,35	27,00	
	Total Open Lines old Guaranteed Com- panies.	28,90	43,31	88,95	79,77	
	<b>AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES.</b>					
23	Bengal Central . . . . .	2,50	1,50	2,00	2,00	
24	Bengal-Nagpur . . . . .	10,17	9,51	6,50	9,70	Including north- ern Section of East Coast Rail- way.
25	Burma . . . . .	9,50	24,00	7,00	7,00	
26	Indian Midland and G. I. P. . . . .	17,29	31,00	28,45	15,87	
27	Lucknow-Bareilly . . . . .	3,74	2,95	7,00	3,46	
28	Southern Mahratta (including Mysore) .	6,00	6,00	8,25	7,75	
	Total Open Lines other Railway Com- panies.	49,20	74,96	59,20	45,78	
	<b>TOTAL OPEN LINES—carried over</b>	<b>4,04,57</b>	<b>4,59,97</b>	<b>4,58,28</b>	<b>4,08,82</b>	

No.	RAILWAY.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1899-1900.
		Miles.	Rs.	Rs.
	TOTAL OPEN LINES—brought forward . . . . .	...	...	...
	LINES UNDER CONSTRUCTION. BY AGENCY OF MAIN LINE COMPANIES.			
29	Tirhoot, Hajeeapore-Begum Sarai-Katihar extension . . . . .	158	1,22,31	1,07,69
30	Assam-Bengal { (i) Construction chargeable to Part II (ii) Land chargeable to Part I (iii) Chittagong jetties . . . . .	736 ...	*11,15,17 6,90	*8,99,74 6,65
31	East Indian, Dehree-Daltonganj . . . . .	78	72,18	36,35
32	Madura-Pamban . . . . .	91	68,91	2,83
33	Tinnevely-Quilon, British section . . . . .	49	24,28	3,28
34	Ditto Native state section . . . . .	58	...	...
	Total . . . . .	1,170	14,10,75	10,56,54
	AGAINST THE CAPITAL ACCOUNT OF THE OLD GUARANTEED RAILWAY COMPANIES.			
35	Amalner-Jalgaon branch, G. I. P. R. . . . .	69	28,24	53,52
36	Chalisgaon-Dhulia branch, G. I. P. R. . . . .	64	76,73	15,99
	Total . . . . .	133	1,54,97	69,51
	AGAINST THE CAPITAL ACCOUNT OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES.			
37	Bengal-Nagpur { Sini-Midnapur-Cuttack-Calcutta . . . . . Raipur-Dhamtari . . . . . Midnapur-Jherria extension . . . . . Jubbulpore Gondia . . . . .	345 56 114 253	8,14,22 11,41 1,07,81 85,11	7,06,07
38	Burma { Mandalay-Kunlon . . . . . Meiktila-Myingyan . . . . . Sagaing-Monywa-Alon . . . . . Thonze-Henzada-Bassein extension . . . . .	477	4,79,90	2,12,26
	Total . . . . .	1,245	14,98,45	9,18,33
	Total Lines under Construction by Companies— carried over . . . . .	2,548	30,64,17	20,44,38
	TOTAL OPEN LINES—carried over . . . . .	...	...	...

\* Includes Rs. 3,65,60,000 from Company's funds.



A—contd.

Appendix A.  
Important  
documents.

Railways—1901-1902 to 1903-1904—contd.

TING 000.)

Grants allotted during 1900-1901.	PROPOSED DISTRIBUTION OF GRANTS DURING—			REMARKS.
	1901-1902.	1902-1903.	1903-1904.	
Rs. 4,04,57	Rs. 4,59,97	Rs. 4,58,78	Rs. 4,08,82	
30,88	20,46	...	..	To be completed in 1902.
91,60	83,45	50,38	42,13	" " 1904.
25,93	30,00	...	...	" " 1902.
15,72	35,00	...	...	
7,70	20,00	4,80	2,36	" " 1902.
15,95	49,44	...	...	
1,87,78	2,38,35	55,18	44,49	
—15,77	...	...	...	" " 1901.
29,51	28,00	65	1,00	" " 1902.
13,74	28,00	65	1,00	
70,87	1,65,00	64,58	..	" " 1903.
88,35	72,74	97,24	74,00	Construction of Mandalay-Kunlon beyond Lashio uncertain.
1,59,22	2,37,74	1,61,82	74,00	
3,60,74	5,04,09	2,17,65	1,19,49	
4,04,57	4,59,97	4,58,78	4,08,82	

No.	RAILWAY.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1899-1900.
		Miles.	Rs.	Rs.
	Total open Lines—brought forward . . . . .	...	...	...
	Total Lines under Construction—brought forward . . . . .	2,548	30,64,17	20,44,38
	<b>LINES UNDER CONSTRUCTION.—contd.</b>			
	<b>BY BRANCH LINE COMPANIES.</b>			
39	Hardwar-Dehra . . . . .	32	26,05	25,12
40	Brahmaputra-Sultanpur . . . . .	60	26,44	21,31
	Total against the Capital Account of Branch Line Companies . . . . .	92	52,49	46,43
	<b>BY THE STATE.</b>			
41	Nowshera-Dargai . . . . .	40	14,87	7,64
42	Eastern Bengal—Rungpore-Dhubri, etc. . . . .	51	45,44	17,79
43	Hyderabad-Balotra . . . . .	75	31,51	19,39
44	Khusalgarh-Kohat and Kohat-Thal . . . . .	105	34,48	...
45	Ghaziabad-Moradabad . . . . .	87	82,71	57,41
46	Indus Bridge . . . . .	...	31,01	28,49
47	Agra-Delhi Chord . . . . .	121	90,76	94
48	Godavari Bridge . . . . .	...	59,70	52,54
	Total—Lines under Construction by the State . . . . .	479	3,90,48	1,84,20
	Total—Lines under Construction . . . . .	3,119	35,07,14	22,75,01
	<b>GRAND TOTAL—Open Lines and Lines under Construction . . . . .</b>	...	...	...

A—contd.

Appendix A.  
Important  
documents.

Railways—1901-1902 to 1903-1904—contd.

TING 000).

Grants allotted during 1900-1901.	PROPOSED DISTRIBUTION OF GRANTS DURING—			REMARKS.
	1901-1902.	1902-1903.	1903-1904.	
Rs.	Rs.	Rs.	Rs.	
4,04,57	4,59,97	4,58,78	4,08,82	
3,60,74	5,04,09	2,17,65	1,19,49	
75	1,57	...	...	} Opened for traffic.
3,80	2,70	...	...	
4,55	4,27	...	...	
7,69	16	...	...	Opened for traffic.
21,59	42,22	6,70	...	To be completed 1902.
3,98	18	...	...	" " 1901.
4,60	20,00	...	...	
19,16	1,44	...	...	
—25	11	...	...	
12	...	...	...	
4,00	...	...	...	
60,89	64,11	6,70	...	
4,26,18	5,72,47	2,24,35	1,19,49	
8,30,75	10,32,44	6,83,13	5,28,31	

*Statement of Forecast of Capital Expenditure on Railways—1901-1902 to 1903-1904—concl'd.*  
(OMITTING 000).

No.	RAILWAY.	PROPOSED DISTRIBUTION OF GRANTS DURING—			REMARKS.
		1901-02.	1902-03.	1903-04.	
	<b>ABSTRACT BY OPEN LINES AND CONSTRUCTION.</b>	<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>	
	<b>I.—CAPITAL FOR OPEN LINES.</b>				
i.	By State Agency . . . . .	1,26,98	98,34	68,58	
ii.	By agency of Main Line Companies . . . . .	2,14,72	2,12,29	2,14,69	
iii.	By " " old Guaranteed Railway Companies . . . . .	43,31	88,95	79,77	
iv.	By " " other Railway Companies . . . . .	74,96	59,20	45,78	
v.	By " " Branch Companies . . . . .	...	...	...	
	<b>TOTAL OPEN LINES</b> . . . . .	<b>4,59,97</b>	<b>4,58,78</b>	<b>4,08,82</b>	
	<b>II.—CAPITAL FOR LINES UNDER CONSTRUCTION BY COMPANIES.</b>				
i.	By agency of Main Line Companies . . . . .	2,38,35	55,18	44,49	
ii.	By " " old Guaranteed Railway Companies . . . . .	28,00	65	1,00	
iii.	By " " other Railway Companies . . . . .	2,37,74	1,61,82	74,00	
iv.	By " " Branch Line Companies . . . . .	4,27	...	...	
	<b>TOTAL LINES UNDER CONSTRUCTION BY COMPANIES</b> . . . . .	<b>5,08,36</b>	<b>2,17,65</b>	<b>1,19,49</b>	
	<b>III.—CAPITAL FOR LINES UNDER CONSTRUCTION BY THE STATE</b> . . . . .	<b>64,11</b>	<b>6,70</b>	<b>...</b>	
	<b>GRAND TOTAL</b> . . . . .	<b>10,32,44</b>	<b>6,83,13</b>	<b>5,28,31</b>	
	<b>ABSTRACT SHOWING DISTRIBUTION BY FUNDS.</b>				
	(i) By State Agency { (a) Open Lines . . . . .	1,26,98	98,34	68,58	
	{ (b) Construction . . . . .	64,11	6,70	...	
	Total . . . . .	1,91,09	1,05,04	68,58	
I.—From Imperial Funds.	(ii) By the Agency of Main Line Companies. { (a) Open Lines . . . . .	2,14,72	2,12,29	2,14,69	
	{ (b) Construction . . . . .	2,38,35	55,18	44,49	
	Total . . . . .	4,53,07	2,67,47	2,59,18	
	<b>TOTAL I</b> . . . . .	<b>6,44,16</b>	<b>3,72,51</b>	<b>3,27,76</b>	
	II.—Against the Capital Accounts of the old Guaranteed Railway Companies. { (a) Open Lines . . . . .	43,31	88,95	79,77	
	{ (a) Construction . . . . .	28,00	65	1,00	
	<b>TOTAL II</b> . . . . .	<b>71,31</b>	<b>89,60</b>	<b>80,77</b>	
	III.—Against the Capital Accounts of Indian Railway Companies other than the old Guaranteed Railway Companies. { (a) Open Lines . . . . .	74,96	59,20	45,78	
	{ (b) Construction . . . . .	2,37,74	1,61,82	74,00	
	<b>TOTAL III</b> . . . . .	<b>3,12,70</b>	<b>2,21,02</b>	<b>1,19,78</b>	
	IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government Guarantee. { (a) Open Lines . . . . .	...	...	...	
	{ (b) Construction . . . . .	4,27	...	...	
	<b>TOTAL IV</b> . . . . .	<b>4,27</b>	<b>...</b>	<b>...</b>	
	<b>TOTAL I to VI</b> { (a) Open Lines . . . . .	<b>4,59,97</b>	<b>4,58,78</b>	<b>4,08,82</b>	
	{ (b) Construction . . . . .	<b>5,72,47</b>	<b>2,24,35</b>	<b>1,19,49</b>	
	<b>GRAND TOTAL</b> . . . . .	<b>10,32,44</b>	<b>6,83,13</b>	<b>5,28,31</b>	

## Appendix A—contd.

## STATEMENT B.

*List of new lines to be taken up as funds permit with the estimated yearly provision required to ensure an economical rate of progress when once started.*

(OMITTING 000.)

No.	RAILWAY.	Length.	Esti- mated cost.	APPROXIMATE AMOUNT TO BE SPENT EACH YEAR FROM COM- MENCEMENT OF WORK.				REMARKS.
				First year.	Second year.	Third year.	Future years.	
		Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	
	CAPITAL FOR PROPOSED NEW LINES IN ORDER OF URGENCY.							
1	Coonoor-Ootacamund . . .	12	18,62	9,00	9,62	...	...	
2	Godhra-Baroda Chord . . .	44	34,12	14,00	20,12	...	...	
3	Quadrupling Eastern Bengal State Railway.	26	50,36	25,00	25,36	...	...	
4	Allahabad-Pyzabad . . .	97	1,23,69	31,00	31,00	30,00	31,69	
5	Agra-Dehli Chord . . .	121	90,76	30,00	30,00	30,76	...	
6	Bara-Ajmer Marwar . . .	200	90,00	30,00	30,00	30,00	...	
7	Azhikhal-Mangalore . . .	78	1,08,62	36,00	36,00	36,62	...	
8	Burdwan-Howrah Chord . . .	42	56,33	30,00	26,33	...	...	
9	Raipur-Vizianagram . . .	310	2,50,40	60,00	60,00	60,00	70,40	
10	Gya-Katrasgarh . . .	108	1,26,29	50,00	50,00	26,29	...	
11	Bareilly-Soron . . .	63	53,60	30,00	23,60	...	...	
12	Trichinopoly-Tirukoilur . . .	97	74,43	32,00	42,43	...	...	
13	Nagda-Bara-Muttra . . .	355	3,50,69	90,00	90,00	90,00	80,69	
14	Madras Famine Branches . . .	186	40,00	10,00	10,00	10,00	10,00	
15	Nanjangode-Erode . . .	120	1,23,03	50,00	50,00	23,03	...	
16	Dhubri-Gauhati extension . . .	151	1,65,41	40,00	40,00	45,41	40,00	
17	Bombay-Sind Connection . . .	360	3,24,00	90,00	90,00	90,00	54,00	

The amounts shown are liable to modification in cases where it may be found advisable to make a small grant in the first year to cover the cost of preparations for rapid progress in the next.

## STATEMENT C.

*Statement showing the Branch lines proposed or which are the subject of negotiations for construction under rebate terms.*

No.	Name of railway.	Length.	Cost.	REMARKS.
		Miles.	Rs.	
1	Bhagulpur-Bausi-Baidyanath . . . .	69	65,31,000	} Negotiations concluded,
2	Kurnool Road-Kurnool . . . .	32	9,88,000	
3	Bezwada-Masulipatam . . . .	50	53,50,000	
4	Amritsar-Tarn-Taran Patti . . . .	30	17,24,300	
5	Sabarmati-Dholka . . . .	33	13,08,000	
6	Raichur-Wondalli . . . .	43	12,53,800	} Negotiations in progress.
7	Tilagaon-Sylhet . . . .	39	38,00,000	
8	Akhaura-Bhairab Bazar . . . .	19	16,38,000	
9	Fatehpur-Markundi . . . .	61	42,70,000	
10	Chandipur-Taki . . . .	38	20 00,000	
11	Laksam-Noakhali-Ichakhali . . . .	39	23,40,000	

Branch lines without a guarantee or rebate.

12	Hooghly-Cutwa . . . .	65	63,11,900	} Negotiations in progress.
13	Burdwan-Cutwa . . . .	34	8,11,300	
14	Ranaghat-Ganges-Kathihar . . . .	290	4,70,00,000	Concession granted.

## Appendix A—contd.

## STATEMENT D.

*New Railway Projects started as Famine Relief Works.*

Railway.	Length.	Estimated cost.	WORK DONE.					
			EARTH-WORK.			BALLAST.		
			Quantity.	Rate per 1,000 c. ft.	Value.	Quantity.	Rate per 1,000 c. ft.	Value.
	Miles.	Rs.	C. ft.	Rs. A.	Rs.	C. ft.	Rs. A. P.	Rs.
<b>BOMBAY—</b>								
Sabarmati-Dholka (metre gauge).	33'00	13,07,966	13,222,509	3 8	46,278	...	...	...
Baroda-Godhra Chord (5' 6" gauge)	45'00	34,12,900	17,418,373	3 8	60,965	2,310	2 0 0	46
Barsi-Tadwala extension, Barsi Light railway (2' 6" gauge)	28'00	11,09,350	16,273,049	3 8	56,955	...	...	...
Deesa-Tharad (metre gauge)	62'00	17,36,000	10,980,330	3 8	38,431	1,169,900	2 0 0	23,398
Miyagaum-Sinor (2' 6" gauge)	18'00	5,76,032	4,124,314	3 8	14,435	...	...	...
Vijapur-Kalol-Kadi (metre gauge)	41'80	13,97,622	24,633,090	3 8	86,215	...	...	...
Dhrangadra-Mallia (metre gauge)	49'56	16,63,800	27,100,000	3 8	94,850	200,000	2 0 0	4,000
Manund Road Bechraji (metre gauge).	24'92	10,19,601	3,525,000	4 0	14,100	...	...	...
Bahadurpur-Songhir (2' 6" gauge)	9'45	4,57,505	125,000	5 0	625	...	...	...
Padra Ranu extension, Vishva-mitra-Padra railway (2' 6" gauge)	4'25	1,11,660	300,000	3 8	1,050	...	...	...
<b>PANJAB—</b>								
Agra-Delhi chord (5' 6" gauge)	121'16	90,76,346	17,650,000	3 8	61,775	120,200	1 2 9	1,413
Rewari-Phulera (metre gauge)	133'00	36,36,700	82,000,000	2 7	2,02,000	735,135	1 8 0	11,037
<b>RAJPUTANA (AJMER-MARWAR)—</b>								
Bara-Ajmer-Marwar (metre gauge).	200'71	89,96,247	92,803,355	4 7	4,12,832	985,631	1 5 0	13,025
Nasirabad-Kekri-Sawar (metre gauge).	49'00	21,95,278	12,975,150	3 4	50,388	190,092	1 8 0	2,851
Tonk-Jeharpur (metre gauge)	70'85	31,62,877	5,217,723	3 4	17,226	51,596	1 5 0	678
<b>CENTRAL PROVINCES—</b>								
Satpura (2' 6" gauge)	252'67	85,10,901	29,570,506	4 0	1,18,282	2,096,732	1 2 9	35,264
Raipur-Vizianagram (5' 6" gauge)	310'62	2,50,42,336	3,300,000	4 0	13,200	140,927	2 0 0	2,818
Bilaspur-Mungeli (5' 6" gauge)	32'00	22,40,000	13,199,319	4 0	52,797	590,975	2 0 0	11,819
<b>HYDERABAD (BERARS)—</b>								
Khandwa-Akola-Basim (metre gauge).	171'96	1,16,12,749	31,847,442	3 8	1,11,466	738,273	1 2 9	14,082
Kamgaon-Jalna (2' 6" gauge)	93'55	26,41,601	21,341,574	3 8	74,694	832,115	2 0 0	16,642
					15,28,564			1,37,073

\* Work done on 53'30 miles in the Punjab and nothing in the North-Western Provinces and Oudh.

NOTE.—Of the lines shown in Appendix C to the memorandum, dated 21st March 1900, famine relief work, though sanctioned was not actually undertaken on the following:—

Gaekwar's Mehsana railway, Kheraj-Dhabora extension.  
Nadiad-Kapadvan.  
Velachha-Kanarar-Kasamba.  
Jamnagar-Sataya.  
Gwalior-Sabalgarh.Meerut-Gurhmucktesar.  
Madhopur-Sikar Branch.  
Jech-Bar.  
Dholia-Vankar-Rajkot.

# Appendix A. Important documents.

## Appendix A—contd.

### STATEMENT E.

#### Memorandum on the construction of railways.

At the commencement of 1900-01, *i.e.*, on the 1st April 1900, the total length of railways open for traffic was 23,763·78 miles, made up as follows:—

	Miles.	Miles.	Miles.	Miles.
(i) East Indian	1,835·15			
Bengal Central (a)	125·01			
Bengal-Nagpur	1,190·16			
Indian Midland	796·25			
(i) Bhopal-Itarsi ( <i>British section</i> )	(b) 131·11	4,312·78		
Godhra-Rotlam-Nagda	(c) 141·14			
Wardha Coal	(d) 44·88			
Dhond-Manmad	(d) 145·44			
Bezwada extension (East Coast State)	(e) 20·58			
(f) North-Western	(f) 2,953·80			
Hyderabad-Shadipalli	(g) 58·91			
Oudh and Rohilkhand	(g) 950·76	5,043·29		
Eastern Bengal	268·04			
Calcutta Port Commissioners	8·53			
East Coast, including Bezwada-Madras	(h) 803·25			
(iii) Great Indian Peninsula	1,307·00			
Bombay, Baroda and Central India	460·90	2,612·13		
Madras	844·73			
(iv) Delhi-Umballa-Kalka	(i) 162·14			
Tarkessur	(i) 22·23			
South Behar (Luckeeserai-Gya)	(i) 78·83	874·84		
Southern Punjab ( <i>Delhi Samastota</i> )	(g) 423·72			
Hadwar Dehra	(j) 32·05			
Tapti Valley	(c) 155·77			
(v) Khamsaon	(d) 7·55			
Amraoti	(d) 5·44			
Bina-Goonabharan	(b) 145·21			
Bhopal-Ujjain	(b) 113·27			
(v) Bhopal-Itarsi ( <i>Native state section</i> )	(b) 44·28	703·55		
The Nizam's Guaranteed State	(k) 330·13			
Nagda-Ujjain	(k) 34·32			
The Gaekwar's Petlad	(c) 13·35			
Kolar Gold-fields	(i) 10·00			
(vi) Rajpura-Bhatinda	(g) 107·05	122·97		
Jammu and Kashmir ( <i>Native State section</i> )	(g) 15·92			13,669·50
(viii) Bengal and North-Western—				
Tirhoot section	414·97			
Company's section (m)	743·00			
Lucknow-Bareilly section (Rohilkhand and Kumaon)	231·17			
Rajputana-Malwa	(a) 1,674·57			
Pilani-Pur-Deesa	(c) 17·28			
(viii) Southern Mahratta	(c) 1,042·04	7,051·88		
Guntakal-Mysore frontier	(n) 119·50			
Mysore section (Southern Mahratta)	295·00			
South Indian	1,030·53			
Mayavaram-Mutpet	(e) 54·08			
Assam-Bengal	435·45			
Burma	993·29			
(viii) Eastern Bengal—				
Northern and Behar sections ( <i>including the</i>				
<i>Kaunia-Dharila, &amp; 6" gauge, branch.</i>	470·11			
Dacca section	85·92	644·63		
Cawnpore-Burhwal ( <i>metre gauge link</i> )	(p) 79·60			
(ix) Deoghar	4·79			
Brahmaputra-Sultanpur	(q) 24·50			
Mymensingh-Jamalpur-Jagannathganj	(q) 53·37			
Rohilkhand and Kumaon ( <i>Company's section</i> )	53·92			
(ix) Segowlie-Raxaul	(r) 18·09	347·56		
Bengal-Dooars	36·40			
Ulbra-Sadiya	77·50			
Ledo and Tikak-Margherita Colliery	(i) 7·50			
Ahmedabad-Parantij	(c) 54·59			
Nilgiri	(i) 16·90			
(x) The Gaekwar's Mehsana	(c) 92·63			
Hyderabad-Godavari Valley	(i) 154·23			
Kohapur	(n) 29·07	381·58		
Yesvantpur-Mysore frontier	(n) 81·25			
Mysore Nanjangud	(n) 15·80			
Birar-Shimoga	38·50			
(xi) Jodhpur-Bikaner	475·50			
Udaipur-Chitor	67·30			
Bhavnagar-Gondal-Junagad-Forbandar	(m) 333·84	997·98		
Jetalsar-Rajkot	(w) 46·23			
Jamnagar	(w) & (w) 54·28			
Dharapagada	(w) 20·83			
(xii) West of India Portuguese	51·00			
Pondicherry	(a) 7·80	73·25		
Karaikkal-Peralam	(a) 14·45			
(xiii) Jorhat (2' 0")	28·00			
Cherra-Companyganj (2' 6")	(z) 8·00	36·00		
(xiv) Darjeeling Himalayan (2' 0")	51·00			
Barsi Light (2' 6")	21·59			
Howrah-Amra (2' 0")	28·69			
(xiv) Howrah-Sheakhallia 2' 0"	19·75	192·40		
Ranaghat-Krishnagar (2' 6")	20·25			
Tarakshwar-Magra (2' 6")	31·12			
Tespur-Balipara (2' 6")	20·00			
(xv) Gwalior Light (2' 0")	(b) 126·14			
The Gaekwar's Dabhoi (2' 6")	(c) 78·80	242·31		
Rajppla (2' 6")	(c) 37·37			
(xvi) Cooch Behar (2' 6")	(g) 33·62			
(xvii) Morvi (2' 6")	93·07			
				597·40
				23,763·78

#### Standard gauge—

- (i) State lines worked by companies . . . . . 4,312·72
- (ii) State lines worked by the State . . . . . 5,043·29
- (iii) Guaranteed companies . . . . . 2,612·13
- (iv) Assisted companies . . . . . 874·84
- (v) Lines owned by native states and worked by companies . . . . . 703·55
- (vi) Lines owned by native states and worked by State railway agency . . . . . 122·97
- 13,669·50

#### Metre gauge—

- (vii) State lines worked by companies . . . . . 7,051·88
- (viii) State lines worked by the State . . . . . 644·63
- (ix) Assisted companies . . . . . 347·56
- (x) Lines owned by native states and worked by companies . . . . . 381·58
- (xi) Lines owned and worked by native states . . . . . 997·98
- (xii) Foreign lines . . . . . 73·25
- 9,496·88

#### Special gauges—

- (xiii) State lines worked by the State . . . . . 36·00
- (xiv) Assisted companies . . . . . 192·40
- (xv) Lines owned by native states and worked by companies . . . . . 242·31
- (xvi) Lines owned by native states and worked by State railway agency . . . . . 33·62
- (xvii) Lines owned and worked by native states . . . . . 93·07
- 597·40

TOTAL . . . . . 23,763·78

- (a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
- (b) Worked by the Indian Midland Railway Company.
- (c) Worked by the Bombay, Baroda and Central India Railway Company.
- (d) Worked by the Great Indian Peninsula Railway Company.
- (e) Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
- (f) Including 6·12 miles of military line not used for public traffic.
- (g) Worked by the North-Western State railway.
- (h) Including 2·06 miles mixed-gauge and 0·33 mile metre gauge.
- (i) Worked by the East Indian Railway Company.
- (j) Worked by the Oudh and Rohilkhand State railway.
- (k) Including 2·19 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.
- (l) Worked by the Madras Railway Company.

- (m) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
- (n) Worked by the Southern Mahratta Railway Company.
- (o) Worked by the South Indian Railway Company.
- (p) Excluding 3·66 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh but including the length, Bara Banki to Burhwal 16·70 miles, and the length over Cawnpore bridge 0·59 mile laid on a mixed gauge.
- (q) Worked by the Eastern Bengal State railway.
- (r) Worked by the Bengal and North-Western Railway Company.
- (s) Worked by the Assam Railways and Trading Company.
- (t) Worked by His Highness the Nizam's Guaranteed State Railways Company.
- (u) Including 4·30 miles of Bhavnagar Dock estates and Junagad quarry lines.
- (v) Worked by the Bhavnagar-Gondal-Junagad-Forbandar railway.
- (w) Including 3·99 miles of Bedi-Bandar Dock estate sidings.
- (x) Closed for traffic from 25th March 1900.



## Appendix A—contd.

Appendix A.  
Important  
documents.

2. And the mileage under construction or sanctioned for construction on the same date was 3,018'03 miles, as follows:—

	Miles.	Miles.	Miles.	Miles.	Miles.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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.</td><td>8'25</td><td></td><td></td><td></td><td></td></tr> <tr> <td>Midnapore to Bajudih . . . . .</td><td>(a) 114'39</td><td></td><td></td><td></td><td></td></tr> <tr> <td>Agra-Delhi chord . . . . .</td><td>(a) 121'16</td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>North-Western—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Toba Tek Singh to Khanewal . . . . .</td><td>57'00</td><td></td><td></td><td></td><td></td></tr> <tr> <td>Kotri to Hyderabad . . . . .</td><td>5'30</td><td></td><td></td><td></td><td></td></tr> <tr> <td>Peshawar to Jumrood . . . . .</td><td>12'00</td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Oudh and Rohilkhand—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Ghazipur to Moradabad . . . . .</td><td></td><td>87'05</td><td></td><td></td><td></td></tr> <tr> <td><b>Eastern Bengal—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Panchooria to the Ganges . . . . .</td><td></td><td>6'00</td><td></td><td></td><td></td></tr> <tr> <td><b>East Coast—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Godavari bridge . . . . .</td><td></td><td>4'55</td><td></td><td></td><td></td></tr> <tr> <td><b>Great Indian Peninsula—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Chalisgaon to Dhulia . . . . .</td><td>34'84</td><td></td><td></td><td></td><td></td></tr> <tr> <td>Dharangaon to Amalner . . . . .</td><td>15'28</td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Madras—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Calicut to Ashikal . . . . .</td><td></td><td>59'75</td><td></td><td></td><td></td></tr> <tr> <td><b>Southern Punjab (Delhi Samajia)—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Delhi Brewery to Delhi . . . . .</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Potlad-Cambay</b> . . . . .</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Ludhiāna-Dhuri-Jakhal</b> . . . . .</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Bengal and North-Western—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Tirhoot section—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Hajipur to Bachhwara . . . . .</td><td>44'25</td><td></td><td></td><td></td><td></td></tr> <tr> <td>Thana Bihpur to Katihar . . . . .</td><td>52'83</td><td></td><td></td><td></td><td></td></tr> <tr> <td>Sakri to Jainagar . . . . .</td><td>(a) 30'47</td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Company's section—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Ganges-Gogra Beas lines—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Azamgarh to Shahganj . . . . .</td><td>(a) 33'00</td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>South Indian—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Madura to Tondai Narai . . . . .</td><td>94'00</td><td></td><td></td><td></td><td></td></tr> <tr> <td>Tinnevely-Quillon (Travancore) branch (British section) . . . . .</td><td>46'47</td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Assam-Bengal—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Damchara to Makum . . . . .</td><td></td><td>300'31</td><td></td><td></td><td></td></tr> <tr> <td><b>Burma—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Sedaw to the right bank of the Salween river . . . . .</td><td>217'73</td><td></td><td></td><td></td><td></td></tr> <tr> <td>Sagaing to Alon . . . . .</td><td>71'00</td><td></td><td></td><td></td><td></td></tr> <tr> <td>Bassein via Hensada to Letpadan . . . . .</td><td>119'01</td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Eastern Bengal—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Teesta bridge at Kaunia . . . . .</td><td>4'87</td><td></td><td></td><td></td><td></td></tr> <tr> <td>Moghalhat to Dhubri . . . . .</td><td>32'83</td><td></td><td></td><td></td><td></td></tr> <tr> <td>Alipur-Duar to Jainti (Cooch Behar Santrabari extension, British section, 2' 6" gauge) . . . . .</td><td>19'44</td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Shadipalli-Balotra (British section)—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Shadipalli to Jodhpur frontier . . . . .</td><td></td><td>69'05</td><td></td><td></td><td></td></tr> <tr> <td><b>Brahmaputra-Sultanpur—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Sogra to Kaliganj . . . . .</td><td></td><td>35'00</td><td></td><td></td><td></td></tr> <tr> <td><b>Bengal Doars—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Mal to Hantupara . . . . .</td><td>44'00</td><td></td><td></td><td></td><td></td></tr> <tr> <td>Dam Dim to Bagrakote . . . . .</td><td>6'76</td><td></td><td></td><td></td><td></td></tr> <tr> <td>Barnesghat to Lalmanir Hat . . . . .</td><td>65'80</td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Hyderabad-Godāvari Valley—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Sailu to Secunderabad . . . . .</td><td></td><td>230'93</td><td></td><td></td><td></td></tr> <tr> <td>Vijapur-Kalol . . . . .</td><td></td><td>29'60</td><td></td><td></td><td></td></tr> <tr> <td>Shoranur-Cochin . . . . .</td><td></td><td>65'00</td><td></td><td></td><td></td></tr> <tr> <td>Tinnevely-Quillon (Travancore) branch (Native state section) . . . . .</td><td></td><td>56'86</td><td></td><td></td><td></td></tr> <tr> <td><b>Jodhpur-Bikaner—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Jodhpur section—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Barmer to Jodhpur frontier . . . . .</td><td>75'00</td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Bikaner section—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Dumera to Bhatinda . . . . .</td><td>160'00</td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Jaipur—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Sanganer to Sitwal-Madhupur . . . . .</td><td></td><td>72'85</td><td></td><td></td><td></td></tr> <tr> <td><b>Rajpur-Dhamtari branch (Bengal-Nagpur) (2' 6")—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Rajpur to Dhamtari . . . . .</td><td></td><td>45'45</td><td></td><td></td><td></td></tr> <tr> <td>Abhampur to Rajm . . . . .</td><td>10'28</td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>North-Western—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Nowshera to Dargal (2' 6") . . . . .</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Bārel Light (2' 6")—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Bārel Road to Pandharpur . . . . .</td><td>(a) 33'16</td><td></td><td></td><td></td><td></td></tr> <tr> <td>Kalka-Simla . . . . .</td><td>58'00</td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Rewah—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Rewah to Satna . . . . .</td><td>(a) 21'41</td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>Cooch Behar (2' 6")—</b></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Torsa bridge and approaches . . . . .</td><td></td><td>0'11</td><td></td><td></td><td></td></tr> </table>						<b>East Indian—</b>						Shikohabad to Farukhabad . . . . .	(a) 65'88					Bārun to Daltonganj . . . . .	78'38					Sitarampore to Domchani . . . . .	6'93					Pandra branch of Jheriah extension . . . . .	3'24					<b>Bengal Central—</b>						Dum-Dum Cantonment to Patalipokhar . . . . .		2'68				<b>Bengal-Nāgpur—</b>						Kōla riverside to Howrah . . . . .	35'50					Coeys to Midnapore . . . . .	8'25					Midnapore to Bajudih . . . . .	(a) 114'39					Agra-Delhi chord . . . . .	(a) 121'16					<b>North-Western—</b>						Toba Tek Singh to Khanewal . . . . .	57'00					Kotri to Hyderabad . . . . .	5'30					Peshawar to Jumrood . . . . .	12'00					<b>Oudh and Rohilkhand—</b>						Ghazipur to Moradabad . . . . .		87'05				<b>Eastern Bengal—</b>						Panchooria to the Ganges . . . . .		6'00				<b>East Coast—</b>						Godavari bridge . . . . .		4'55				<b>Great Indian Peninsula—</b>						Chalisgaon to Dhulia . . . . .	34'84					Dharangaon to Amalner . . . . .	15'28					<b>Madras—</b>						Calicut to Ashikal . . . . .		59'75				<b>Southern Punjab (Delhi Samajia)—</b>						Delhi Brewery to Delhi . . . . .						<b>Potlad-Cambay</b> . . . . .						<b>Ludhiāna-Dhuri-Jakhal</b> . . . . .						<b>Bengal and North-Western—</b>						<b>Tirhoot section—</b>						Hajipur to Bachhwara . . . . .	44'25					Thana Bihpur to Katihar . . . . .	52'83					Sakri to Jainagar . . . . .	(a) 30'47					<b>Company's section—</b>						<b>Ganges-Gogra Beas lines—</b>						Azamgarh to Shahganj . . . . .	(a) 33'00					<b>South Indian—</b>						Madura to Tondai Narai . . . . .	94'00					Tinnevely-Quillon (Travancore) branch (British section) . . . . .	46'47					<b>Assam-Bengal—</b>						Damchara to Makum . . . . .		300'31				<b>Burma—</b>						Sedaw to the right bank of the Salween river . . . . .	217'73					Sagaing to Alon . . . . .	71'00					Bassein via Hensada to Letpadan . . . . .	119'01					<b>Eastern Bengal—</b>						Teesta bridge at Kaunia . . . . .	4'87					Moghalhat to Dhubri . . . . .	32'83					Alipur-Duar to Jainti (Cooch Behar Santrabari extension, British section, 2' 6" gauge) . . . . .	19'44					<b>Shadipalli-Balotra (British section)—</b>						Shadipalli to Jodhpur frontier . . . . .		69'05				<b>Brahmaputra-Sultanpur—</b>						Sogra to Kaliganj . . . . .		35'00				<b>Bengal Doars—</b>						Mal to Hantupara . . . . .	44'00					Dam Dim to Bagrakote . . . . .	6'76					Barnesghat to Lalmanir Hat . . . . .	65'80					<b>Hyderabad-Godāvari Valley—</b>						Sailu to Secunderabad . . . . .		230'93				Vijapur-Kalol . . . . .		29'60				Shoranur-Cochin . . . . .		65'00				Tinnevely-Quillon (Travancore) branch (Native state section) . . . . .		56'86				<b>Jodhpur-Bikaner—</b>						<b>Jodhpur section—</b>						Barmer to Jodhpur frontier . . . . .	75'00					<b>Bikaner section—</b>						Dumera to Bhatinda . . . . .	160'00					<b>Jaipur—</b>						Sanganer to Sitwal-Madhupur . . . . .		72'85				<b>Rajpur-Dhamtari branch (Bengal-Nagpur) (2' 6")—</b>						Rajpur to Dhamtari . . . . .		45'45				Abhampur to Rajm . . . . .	10'28					<b>North-Western—</b>						Nowshera to Dargal (2' 6") . . . . .						<b>Bārel Light (2' 6")—</b>						Bārel Road to Pandharpur . . . . .	(a) 33'16					Kalka-Simla . . . . .	58'00					<b>Rewah—</b>						Rewah to Satna . . . . .	(a) 21'41					<b>Cooch Behar (2' 6")—</b>						Torsa bridge and approaches . . . . .		0'11			
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Sedaw to the right bank of the Salween river . . . . .	217'73																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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Sanganer to Sitwal-Madhupur . . . . .		72'85																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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Abhampur to Rajm . . . . .	10'28																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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Bārel Road to Pandharpur . . . . .	(a) 33'16																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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(a) Commencement of work not yet authorized.

# Appendix A. Important documents.

## Appendix A—contd.

	Miles.	Miles.	Miles.
(i) { Lucknow-Bareilly section (Rohilkund and Kumaon) Dudwa to Mohan river . . . . . Māyavaram Bhopet— Mutuet to Arantangi . . . . .	5'96 45'38		51'34
(ii) { Bengal-Nāgpur— Jubbulpore to Gondia (2' 6") . . . . . Nainpur to Mandla . . . . . Nainpur to Seoni . . . . . Seoni to Chindwara . . . . .	143'43 31'75 47'13 40'36		352'67
(iii) North Western— Khusāgarh-Kohat-Thal (2' 6") . . . . .			88'12
(iv) { East Indian— Pandua branch of the Jherriah extension . . . . . Bengal-Nāgpur— Kola riverside to Howrah . . . . .	2'24 36'50		39'74
(v) { " . . . . . " . . . . . " . . . . . " . . . . . undry and approaches . . . . .	59'00 5'30 12'00 27'05 6'00 4'55	74'30	171'90
(vi) Great Indian Peninsula— Dharangaon to Amalner Challisaon to Dholia . . . . .	15'28 24'34		39'62
(vii) Ludhiana-Dhuri-Jakhal . . . . .			79'61
(viii) { Bengal and North-Western— Tirhoot section— Hajepore to Bachhwara . . . . . Thana Bihpur to Karibari . . . . . Assam-Bengal— Lomding to Nazira . . . . . Burma— Sedaw to Nawngkhio . . . . . Sagalong to Aloo . . . . . Shadipalli-Salotra (British section) Shadipalli to Jodhpur frontier† . . . . .	44'35 52'83 148'00 60'00 71'00 60'05	79'08 439'13	
(ix) { Eastern Bengal— Teesta bridge at Kaunia and approaches . . . . . Cooch Behar-Santabari extension (British section) (2' 6") . . . . . Ailpur Dear to Jaluti . . . . .	4'87 18'22*		23'09
(x) { Brahmaputra-Suikkampur— Bogra to Fulchhari . . . . . Bengal Ooara— Dam Dima to Bagrakote . . . . . Barua Junction to Lalmaoir Hat . . . . .	35'00 6'26 65'80	72'56	107'56
(xi) Hyderabad-Godavari Valley— Sailu to Purbhani Secunderabad to Purbhani . . . . .	26'00 204'93		230'93
(xii) { Jodhpur-Bikaner— Jodhpur section— Barmer to Jodhpur frontier . . . . . Bikaner section— Dalmera to Suratgarh . . . . .	75'00 72'00	147'00	
(xiii) Raipur-Dhamtari branch (Bengal-Nāgpur) (2' 6")— Raipur to Dhamtari Abhanpur to Rajim . . . . .	45'45 10'28		55'73
(xiv) North Western— Nowshera to Dargai . . . . .			41'90
(xv) Cooch Behar— Torsa bridge and approaches . . . . .			0'22

3. During 1900-1901, i.e., from 1st April 1900 to 31st March 1901, 392·13 miles of new railway have been authorized as follows:—

Metre gauge—	Miles.	Miles.
(i) State lines worked by companies . . . . .	51'34	
<i>Special gauges—</i>		
(ii) State lines worked by companies . . . . .	252'67	
(iii) State lines worked by the State . . . . .	88'12	
		340'73
<b>TOTAL</b> . . . . .		<b>392'13</b>

And 1,386·82 miles have been or are likely to be opened to public traffic as follows:—

Standard gauge.—	Miles.	Miles.
(iv) State lines worked by companies . . . . .	39'74	
(v) State lines worked by the State . . . . .	171'90	
(vi) Guaranteed companies . . . . .	50'12	
(vii) Lines owned by native states and worked by State railway agency . . . . .	79'61	
		341'37
<i>Metre gauge—</i>		
(viii) State lines worked by companies . . . . .	439'13	
(ix) State lines worked by the State . . . . .	23'09	
(x) Assisted companies . . . . .	107'56	
(xi) Lines owned by native states and worked by companies . . . . .	230'93	
(xii) Lines owned and worked by native states . . . . .	147'00	
		947'71

<i>Special gauges—</i>		
(xiii) State lines worked by companies . . . . .	55'73	
(xiv) State lines worked by the State . . . . .	41'90	
(xv) Lines owned by native states and worked by State railway agency . . . . .	0'11	
		97'74
<b>TOTAL</b> . . . . .		<b>1,386'82</b>

\* Correction of mileage.

† Worked by the administration of the Jodhpur Bikaner railway.

## Appendix A—contd.

Appendix A.  
Important  
documents.

4. The total length of open line at the commencement of 1901-1902, i.e., on the 1st April 1901, will, therefore, be 25,155·70 miles, comprising—

Miles. Miles.

## Standard gauge—

(i) State lines worked by companies . . . . .	6,517·38
(ii) State lines worked by the State . . . . .	4,435·47
(iii) Guaranteed companies . . . . .	1,305·13
(iv) Assisted companies . . . . .	874·84
(v) Lines owned by native states and worked by companies . . . . .	703·55
(vi) Lines owned by native states and worked by state railway agency . . . . .	202·58
	<hr/> 14,038·95

## Metre gauge—

(vii) State lines worked by companies . . . . .	7,466·03
(viii) State lines worked by the state . . . . .	667·72
(ix) Assisted companies . . . . .	455·12
(x) Lines owned by native states and worked by companies . . . . .	612·51
(xi) Lines owned and worked by native states . . . . .	1,144·98
(xii) Foreign lines . . . . .	73·25
	<hr/> 10,419·61

## Special gauges—

(xiii) State lines worked by companies . . . . .	55·73
(xiv) State lines worked by the State . . . . .	79·90
(xv) Assisted companies . . . . .	192·40
(xvi) Lines owned by native states and worked by companies . . . . .	242·31
(xvii) Lines owned by native states and worked by State railway agency . . . . .	33·73
(xviii) Lines owned and worked by native states . . . . .	93·07
	<hr/> 697·14

TOTAL . . . . .  

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25,155·70

	Miles.	Miles.
East Indian . . . . .	1,830·30	
Bengal Central (a) . . . . .	125·01	
Bengal-Nagpur including Barang-Waltair section of the East Coast State . . . . .	(b) 1,539·46	
Indian Midland . . . . .	(c) 795·25	
Great Indian Peninsula . . . . .	(d) 1,357·12	
Bhopal-Itarsi (British section) . . . . .	(e) 137·11	6,517·38
Godhra-Ratlam-Nagda . . . . .	(f) 141·14	
Wardha Coal . . . . .	(g) 44·88	
Dhond-Manmad . . . . .	(h) 145·44	
Berwada extension (East Coast State) . . . . .	(i) 20·58	
Washermenpet-Vizagapatam section, East Coast State . . . . .	(j) 495·00	
North-Western, including Ferozepore Kot-Kapura section . . . . .	(k) 3,056·18	
Hyderabad-Shadipalli . . . . .	(l) 58·01	4,435·47
Udh and Rohilkhand . . . . .	1,037·81	
Eastern Bengal . . . . .	274·04	
Calcutta Port Commissioners . . . . .	8·53	
Bombay, Baroda and Central India . . . . .	460·90	1,305·13
Madras . . . . .	844·23	
Delhi-Umballa-Kalka . . . . .	(m) 162·24	
Tarkessur . . . . .	(n) 22·23	
South Behar (Lucknow-Bareilly-Gya) . . . . .	(o) 78·53	874·84
Southern Punjab (Delhi Samastota) . . . . .	(p) 483·72	
Hardwar-Dehra . . . . .	(q) 32·05	
Tapti Valley . . . . .	(r) 155·77	
Khamgaon . . . . .	(s) 7·55	
Amraoti . . . . .	(t) 5·44	
Bina-Goonna-Baran . . . . .	(u) 145·21	
Bhopal-Ujjain . . . . .	(v) 113·27	
Bhopal-Itarsi (Native state section) . . . . .	(w) 44·28	703·55
The Nizams' Guaranteed State . . . . .	(x) 330·13	
Nagda-Ujjain . . . . .	(y) 34·32	
The Gaekwar's Petlad . . . . .	(z) 13·35	
Kolar Gold-fields . . . . .	(aa) 10·00	
Rajpura Bhatinda . . . . .	(ab) 107·05	
Jammu and Kashmir (Native state section) . . . . .	(ac) 15·92	202·58
Ludhiana-Jhulana . . . . .	(ad) 79·01	
Bengal and North-Western—		
Tirhoot section . . . . .	512·05	
Company's section (n) . . . . .	743·00	
Lucknow-Bareilly section (Rohilkhand and Kumaon) . . . . .	231·17	
Rajputana-Malwa . . . . .	(ae) 1,046·40	
Palampur-Deesa . . . . .	(af) 17·28	
Southern Mahratta . . . . .	1,042·04	
Guntakal-Mysore frontier . . . . .	(ag) 119·50	7,466·03
Mysore section (Southern Mahratta) . . . . .	296·00	
South India . . . . .	21,033·63	
Mayavaram-Mutpet . . . . .	(ah) 54·08	
Assam-Bengal . . . . .	577·45	
Burma . . . . .	1,124·29	
Shadipalli-Balotra (British section)—		
Shadipalli to Jodhpur frontier . . . . .	(ai) 69·05	
Eastern Bengal—		
Northern and Behar sections including the Kaula-Dharila 3' 6" gauge branch and British section, Cooch Behar-Santiaabari extension 2' 0" gauge) . . . . .	502·30	
Dacca section . . . . .	85·03	667·72
Cawnpore-Burhwal (Metre gauge link) . . . . .	(aj) 79·10	
Deoghar . . . . .	4·79	
Brahmaputra-Sultanpur . . . . .	(ak) 50·50	
Mymensingh-Jamalpur-Jagannathganj . . . . .	(al) 53·32	
Rohilkhand and Kumaon (Company's section) . . . . .	108·06	
Bengal Doars . . . . .	53·02	455·12
Dibru-Sadiya . . . . .	77·50	
Ledo and Tikak-Margherita Colliery . . . . .	(am) 7·50	
Ahmedabad-Parantli . . . . .	(an) 54·59	
Segowille-Razaul . . . . .	(ao) 18·09	
Nilgiri . . . . .	(ap) 16·00	
The Gaekwar's Mehsana . . . . .	(aq) 92·63	
Hyderabad-Godavari Valley . . . . .	(ar) 385·16	
Kolhapur . . . . .	(as) 30·07	612·51
Yesvantpur-Mysore frontier . . . . .	(at) 51·35	
Mysore-Nanjangad . . . . .	(au) 15·80	
Birur-Shimoga . . . . .	(av) 38·50	
Jodhpur-Bikaner . . . . .	622·50	
Udaipur-Chittr . . . . .	67·30	
Bhavnagar-Gondal-Junagad-Forbandar . . . . .	(aw) 333·84	1,144·98
Jetalsar-Rajkot . . . . .	(ax) 45·23	
Jamnagar . . . . .	(ay) 54·28	
Dhrangadra . . . . .	(az) 20·83	
West of India Portuguese . . . . .	51·00	
Pondicherry . . . . .	(ba) 7·80	73·25
Karaikal-Peralam . . . . .	(bb) 14·45	
Bengal Nagpur—		
Rajpura Dhamtari branch (2' 6") . . . . .	30·00	55·73
Jorhat (2' 0") . . . . .	(bc) 8·00	
Cherra-Companyganj (2' 6") . . . . .	(bd) 41·90	79·90
North Western—		
Nowshera to Dargal (2' 6") . . . . .	51·00	
Darjeeling-Himalayan (2' 0") . . . . .	21·59	
Baral Light (2' 6") . . . . .	28·6	
Howrah-Amra (2' 6") . . . . .	19·75	192·40
Howrah Sheekhalla (2' 0") . . . . .	20·25	
Ranaghat Krishnagar (2' 6") . . . . .	31·12	
Tarakeshwar-Magra (2' 6") . . . . .	20·00	
Tespur-Balipara (2' 6") . . . . .	(be) 78·80	
The Gaekwar's Dabhol (2' 6") . . . . .	(bf) 37·37	242·31
Rajpipla (2' 6") . . . . .	(bg) 126·14	
Gwallior Light (2' 0") . . . . .	(bh) 7·80	33·73
Cooch Behar (2' 6") . . . . .	(bi) 93·07	
Morvi (2' 0") . . . . .		

- (a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.  
 (b) The working of the Barang-Waltair Section of the East Coast State railway was transferred to the Bengal-Nagpur Railway Company from 1st January 1901.  
 (c) Being worked by the Great Indian Peninsula Railway Company from 1st January 1901.  
 (d) Purchased by the State from 1st July 1900 and worked by the Great Indian Peninsula Railway Company.  
 (e) Worked by the Bombay, Baroda and Central India Railway Company.  
 (f) Worked by the Great Indian Peninsula Railway Company.  
 (g) Worked by H. H. the Nizam's Guaranteed State Railways Company.  
 (h) Worked by the Madras Railway Company.  
 (i) Including 6·12 miles of military line not used for public traffic, and also 28·08 miles of line between Ferozepore and Kot Kapura transferred from Rajputana-Malwa railway.  
 (j) Worked by the North Western State railway.  
 (k) Worked by the East Indian Railway Company.  
 (l) Worked by the Oudh and Rohilkhand State Railway.

\* Correction of mileage.  
 † Made up as follows:—

Open at the commencement of 1900-1901 . . . . .	23,763·78
Added—Opened during 1900-1901 . . . . .	1,386·82
Increase due to correction of mileage . . . . .	5·10

25,155·70

- (m) Including 2·19 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.  
 (n) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.  
 (o) Including 26·51 miles of both standard and metre gauges between Kot Kapura and Bhatinda, worked over by the North-Western State railway.  
 (p) Worked by the Southern Mahratta Railway Company.  
 (q) Worked by the South Indian Railway Company.  
 (r) Excluding 3·66 miles of the Lucknow-Bareilly railway between Dallaganj and Aishahgh but including the length, Bara Banki to Burhwal, 16·70 miles and the length over Cawnpore bridge, 0·59 mile, laid on a mixed gauge.  
 (s) Worked by the Jodhpur-Bikaner railway.  
 (t) Worked by the Eastern Bengal State railway.  
 (u) Worked by the Assam Railways and Trading Company.  
 (v) Worked by the Bengal and North-Western Railway Company.  
 (w) Including 4·50 miles of Bhavnagar Dock estates and Junagad quarry lines.  
 (x) Worked by the Bhavnagar-Gondal-Junagad-Forbandar railway.  
 (y) Including 3·99 miles of Bedi Bandar Dock estate siding.  
 (z) Closed for traffic from 25th March 1900.

# Appendix A. Important documents.

## Appendix A—contd.

	Miles.	Miles.	Miles.
(i) East Indian—			
Shikohabad to Farukhabad . . . . .	(a) 65'82	157'13	
Barun to Daltongan . . . . .	76'32		
Bitaranpore to Domohani . . . . .	6'99		
(ii) Bengal Central—			
Dum Dum Cantonment to Pattipokeer . . . . .		2'08	391'61
Bengal-Nagpur—			
Coseys to Midnapur . . . . .	5'25	116'54	
Midnapur to Bajudih . . . . .	(a) 114'39		
Agra-Delhi chord . . . . .	(a) 421'16		
(iii) Madras—			
Calicut to Azhikal . . . . .		80'75	
(iv) Southern Punjab (Delhi-Semaut)—			
Delhi B. S. to Delhi . . . . .		0'79	
(v) Petlad-Cambay . . . . .		20'75	

5. And the mileage under construction or sanctioned for construction on the 31st March 1901 will be 2,019'45 miles made up as follows:—

Miles. Miles.

### Standard gauge—

- (i) State lines worked by companies . . . . . 391'61
- (ii) Guaranteed companies . . . . . 59'75
- (iii) Assisted companies . . . . . 0'79
- (iv) Lines owned by native states and worked by companies . . . . . 20'75

472'90

(v) Bengal and North Western—			
Tirhoot section—			
Sakri to Jainagar . . . . .	(a) 30'47	63'47	
Company's section—			
Gangar-Gogra Doab lines—	(a) 33'00	5'90	
Azamgarh to Shahganj . . . . .			
Lucknow-Bareilly section (Rohilkhand and Kumaon)—Dadwa to Mohan river . . . . .			
South Indian			
Madura to Tami Toria . . . . .	(c) 91'33	137'80	
Tinnevely-Quilon (Travancore) branch (British section) . . . . .	46'47		687'65
Mayavaram-Mutpet—			
Matupet to Arantangi . . . . .		45'38	
Assam-Bengal—			
Damchara to Junction with Gauhati branch . . . . .	95'83	138'31	
Nazira to Makum . . . . .	62'48		
Burma—			
Nawngkto to the right bank of the Salween river . . . . .	157'72	276'73	
Bassein via Henzada to Letpadan . . . . .	152'01		
(vi) Eastern Bengal—			
Moghalhat to Dhubri . . . . .	(b) 38'83		
(vii) Bengal Doqars—			
Mal to Hantupara . . . . .		24'00	
(viii) { Shoranur-Cochin . . . . . 65'00			
{ Vijapur Kalo . . . . . 29'60			
{ Tinnevely-Quilon (Travancore) branch (native state section) . . . . . 50'86		151'46	
(ix) { Jodhpur-Bikaner—			
{ Bikaner section—			
{ Suratgarh to Bhatinda . . . . . 88'00			
{ Jalpur—			
{ Sangar to Siwal-Madhokar . . . . . 72'85		160'85	
(x) Bengal-Nagpur—			
Jubbulpore-Gondia and branches . . . . .		252'67	
(xi) North Western—			
Khushigarh-Kohat-Thal (a' 6") . . . . .		38'12	
(xii) { Barsi Light (a' 6")—			
{ Barsi Road to Pandharpur . . . . . (a) 38'16			
{ Kalka-Simla . . . . . 58'00		91'16	
(xiii) Rewah—			
Rewah to Butna . . . . .	(a) 31'81		

### Metre gauge—

- (v) State lines worked by companies . . . . . 687'65
- (vi) State lines worked by the State . . . . . 38'83
- (vii) Assisted companies . . . . . 44'00
- (viii) Lines owned by native states and worked by companies . . . . . 151'46
- (ix) Lines owned and worked by native states . . . . . 160'85

1,082'79

### Special gauges—

- (x) State lines worked by companies . . . . . 252'67
- (xi) State lines worked by the States . . . . . 88'12
- (xii) Assisted companies . . . . . 91'16
- (xiii) Lines owned by native states and worked by companies . . . . . 31'81

463'76

TOTAL . . . . . 2,019'45

Making a grand total of railways completed and in hand at the commencement of 1901-1902 of miles . . . . . 27,175'15\*

And showing, after allowing for corrections of mileage and advance on the previous year of miles . . . . . 393'34

(a) Commencement of work not yet authorised.  
(b) Excluding 12'23 miles of the Kaulia-Moghalhat section, 2' 6" gauge, to be converted to the metre gauge.  
(c) Correction of mileage.  
Made up as follows:  
Completed and in hand at the beginning of 1900-1901 . . . . . 26,781'81  
Sanctioned during 1900-1901 . . . . . 393'34  
27,175'15

Add—  
Increase due to correction of mileage . . . . . 1'21  
27,176'36

Appendix A—*concl'd.*Appendix A  
Important  
documents.

6. It is expected that the following lengths of unfinished line will be opened for public traffic in 1901-1902:

	Miles.	Miles.
<i>Standard gauge—</i>		
(i) State lines worked by companies . . . . .	87'99	
(ii) Guaranteed companies . . . . .	43'00	
(iii) Assisted companies . . . . .	0'79	
(iv) Lines owned by native states and worked by companies . . . . .	20'75	152'35
<i>Metre gauge—</i>		
(v) State lines worked by companies . . . . .	165'00	
(vi) State lines worked by the State . . . . .	38'83	
(vii) Lines owned and worked by native states . . . . .	165'85	364'68
<i>Special gauges—</i>		
(viii) State lines worked by the State . . . . .	88'12	
<b>TOTAL . 605'33</b>		

Leaving the undermentioned lines for completion in 1902-1903 or later:

	Miles.	Miles.
<i>Standard gauge—</i>		
(ix) State lines worked by companies . . . . .	308'62	
(x) Guaranteed companies . . . . .	16'75	320'37
<i>Metre gauge—</i>		
(xi) State lines worked by companies . . . . .	516'69	
(xii) Assisted companies . . . . .	44'00	
(xiii) Lines owned by native states and worked by companies . . . . .	151'46	712'15
<i>Special gauges—</i>		
(xiv) State lines worked by companies . . . . .	252'67	
(xv) Assisted companies . . . . .	91'16	
(xvi) Lines owned by native states and worked by companies . . . . .	31'81	375'64
<b>TOTAL . 1,408'16</b>		

		22 1/2	25 1/2	27 1/2
(i) East Indian— Baran to Daltonganj Srirampore to Domohani Bengal Central— Dum Dum Cantonment to Paltipooker . . . . .		70'31 6'20	25'31 7'08	87'99
(ii) Madras— Calicut to Tellicherry . . . . .				43'00
(iii) Southern Punjab (Delhi Semarata)— Delhi Brewery to Delhi . . . . .				0'79
(iv) Pollad-Cambay . . . . .				20'75
(v) South Indian— Madura to Tondiar Burma— Nawabkote to Thibaw Lopadaw to Tharrawa . . . . .			98'23 20'00 22'48	160'00
(vi) Eastern Bengal— Moghahat to Dhahel . . . . .				38'48
(vii) Jodhpur-Bikaner— Bikaner section— Suratgarh to Bhatinda Jaipur— Sanganer to Siwal-Madhupur . . . . .			88'00 72'26	160'26
(viii) North Western— Khushalgarh-Kohat-Thal (2' 6") . . . . .				88'12
(ix) East Indian— Shikohabad to Farukhabad Bengal-Nagpur— Cossye to Midnapore Midnapore to Bujudih Agra-Delhi chord . . . . .			(a) 65'81 3'25 (a) 114'30 (a) 241'16	203'83
(x) Madras— Tellicherry to Ashikal . . . . .				16'75
(xi) Bengal and North-Western— Thibet section— Sakri to Jalagar Company's section— Asamgarh to Shahganj South Indian— Thiruvarely-Quillon (Travancore) branch (British section) Majavaram-Mutapet Mutapet to Arantangi Assam-Bengal— Dumchura to Junction with Gashati branch Nasira to Makum Burma— Thibaw to the right bank of the Salween river Bassein to Tharrawa . . . . .		(a) 30'47 (a) 33'00 46'47 45'23 95'81 62'48 208'72 96'31	61'47 158'31 203'09	516'69
(xii) Bengal Doons— Mal to Hantupara . . . . .				44'00
(xiii) Shoranur-Cochin Vijapur-Ko'ol Tinnevely-Quillon (Travancore) branch (native state section) . . . . .			65'00 40'60 86'26	151'41
(xiv) Bengal-Nagpur— Jubbulpore-Gondia and branches (2' 6") . . . . .				252'67
(xv) Barak-Light— Barak Road to Pandharpur Kalka-Simla— Kalka to Simla . . . . .			(a) 63'10 98'00	91'16
(xvi) Rewah— Rewah to Satna . . . . .				(a) 31'81

## APPENDIX B.

Letter No. 20 R. T., dated the 7th January 1901.

From—The Government of India, Public Works Department,  
To—The Secretary, Railway Conference.

### *Taxation of railway administrations by municipalities.*

The question of taxing of railway administrations by municipalities having been referred to a sub-committee by the Railway Traffic Conference of 1899, a memorandum, which is embodied in Appendix Q to the proceedings of the Conference, was drawn up on the subject and the following recommendations made:—

- (a) That the taxes, if any, imposed by municipal authorities upon railway administrations or communities should be in proportion to and for services rendered, and that, where no services are rendered, it should not be competent for municipal authorities to enforce taxation.
- (b) That municipal authorities should not be empowered to so extend their boundaries as to include railway premises against the expressed views of the railway administration; and that a self-contained railway colony with a Municipal Committee and sanitary arrangements of its own, should not be brought within the boundaries of the local municipality without the consent of the railway administration.
- (c) That, in cases of dispute between railway administrations and municipal bodies, the power of issuing a final decision should not be vested in any member of the Local Government which controls the finances of the municipality concerned, and which is more closely connected with the administration of such local bodies than with the affairs of a through railway system.
- (d) That, in view of the fact that all works carried out within railway limits are subject to the approval of Government and to the inspection of the Consulting Engineer to Government, the powers of municipalities to interfere with the construction of such works within railway land, and to scrutinise and approve of them, should be clearly defined and made subject to certain regulations.

2. In paragraph 5 of letter No. 49, dated the 9th November 1899, from the President of the Railway Traffic Conference, the attention of the Government of India is invited to Resolution No. 60 of the Conference, which is in the following terms:—

"That the recommendations of the sub-committee be adopted, and that the views expressed in the memorandum be submitted to Government for favourable consideration."

3. In connection with the questions thus brought forward for the consideration of the Government of India, I am directed to briefly refer to the laws and rules which govern the taxation of railway administrations by municipalities and other local authorities and to explain the principles on which they are based.

4. Under section 135, clause (1), of the Indian Railways Act, 1890 (IX of 1890), a railway administration is not liable to pay any tax in aid of the funds of any local authority unless the Governor General in Council has, by notification in the official Gazette, declared the railway administration to be liable to pay the tax.

5. In making this provision the object of the Legislature was not to relieve railway administrations altogether from liability to local taxation, but to obtain control over the demands on railway administrations by municipalities and other local authorities. It is necessary to see that railway administrations are not unfairly exploited for the benefit of local authorities. But there is no reason why they should not pay for such specific services in the shape of water-supply, scavenging, etc., as may be actually rendered, nor why they should not, like other holders of property within the areas administered by the various local authorities, bear their fair share of the general taxation imposed for purposes by which they directly or indirectly benefit.

6. Pending the collection of complete information as to the nature and amount of taxes paid by railway administrations, the Government of India in the Public

Appendix B—*contd.*

## Appendix B.

Important  
documents.

Works Department notification No. 270, dated the 12th June 1890, declared every railway administration to be liable from and after the 1st May 1890—the date on which the Indian Railways Act, 1890 (IX of 1890), came into force—to continue to pay every tax which it was lawfully required by or on behalf of any local authority to pay in aid of the funds of such authority during the year ended on the 30th April 1890.

7. In continuation of the notification of the 12th June 1890, a further notification No. 136, dated the 5th April 1893, was issued declaring what taxes railway administrations should pay in respect of railways opened or buildings or lands constructed or acquired since the 30th April 1890.

8. On receipt of the report of Major Temple—the officer deputed to enquire into the subject of local taxation of railways—a resolution No. 434 R. T., dated the 17th August 1894, was issued, with the general concurrence of the railway administrations affected, in which it was observed that the taxes which were then being levied under the authority of the notifications above referred to, were in their nature generally fair and reasonable : that in the majority of cases the assessment of the taxes was moderate : and that no general revision of the existing system of local taxation in regard to railways was necessary. In the second paragraph of that resolution the procedure to be followed for the revision of taxes which any railway administration considered unreasonable or disproportionate to the services rendered is laid down, and the third paragraph indicates the procedure to be followed when it is sought to impose any new tax on a railway administration.

9. I am to take this opportunity of pointing out an error which exists in the clause parenthetically printed in paragraph 3 of the resolution referred to. The words “legally in force” should, in accordance with notification No. 270, dated the 12th June 1890, be read as “which it was lawfully required to pay.”

10. Returning to the points specified by the sub-committee, two recommendations are made under (a), *vis.*—

- (i) that the taxes, if any, imposed by municipal authorities upon railway administrations or communities should be in proportion to and for services rendered, and
- (ii) that where no services are rendered, it should not be competent for municipal authorities to enforce taxation.

As regards (i), if a railway administration considers any tax disproportionate to the services rendered, the procedure laid down in paragraph 2 of Public Works Department resolution No. 434 R. T., dated the 17th August 1894, should be followed.

As regards (ii), the case of Mhow station on the Rajputana-Malwa railway, quoted in paragraph 4 of the memorandum by the sub-committee, shows that if a specific tax is imposed without any service being rendered, and there are no general reasons for the imposition of the tax, exemption can be obtained as in the case referred to.

11. The recommendation under (b) would do for railways and railway colonies what is not done for Government buildings or communities of Government servants in the European quarter of a civil station. It is to be observed, however, that no new area can be included in a municipality without prior publication of a notice, and that on the publication of any notice indicating an intention to include railway premises within a municipality, it is open to the railway administration concerned to lodge an objection with the Local Government, the due consideration of which is provided for in the local laws.

12. In connection with this question, I am to refer to two cases, *vis.*, that of Samastipur on the Tirhoot State railway and of Chandpur on the Assam-Bengal railway, in which proposals to include the railway premises within municipal areas were withdrawn in favour of an alternative arrangement by which the railway administrations undertook to pay certain annual subsidies to the municipalities.

13. With reference to the recommendation made under (c), I am to state that the declaration of the liability or otherwise of railway administrations to local taxation is, under section 135, clause (1), of the Indian Railways Act 1890 (IX of 1890), reserved to the Governor General in Council. In the event of a railway administration considering a tax it has been declared liable to pay by the Governor General in Council to be unreasonable, or its assessment to be disproportionate to the services rendered.

**Appendix B.**  
Important  
documents.

**Appendix B—concl'd.**

application for the revision of such tax or its assessment should be made direct to the officer appointed, under paragraph 2 of resolution No. 434 R. T., dated the 17th August 1894, to specially enquire into all the circumstances of the case and to determine the sum, if any, which should be paid. These high officers, I am to point out, are not connected with municipalities, and there is no obstacle to a railway administration moving the Government of India, if it is dissatisfied with the award of a Commissioner, but it should first move the Local Government.

14. With reference to recommendation (d), the law as regards Government buildings is contained in the Government Buildings Act, 1899 (IV of 1899), which exempts from municipal laws and enactments—regulating the erection, re-erection, construction, alteration or maintenance of buildings—all buildings used or required for the public service or for any public purpose, which are the property or in the occupation of the Government or which are to be erected on land which is the property or in the occupation of Government, provided that where the erection, re-erection, construction or material structural alteration of any such building other than a building connected with Imperial defence or a building the plan or construction of which ought, in the opinion of the Government, to be treated as confidential or secret, is contemplated, reasonable notice of such proposed work is perviously given to the municipal authority. The municipal authority or any person authorized by it in this behalf may, then, with the permission of the Local Government previously obtained, and subject to any restrictions or conditions which may, by general or special order, be imposed by the Local Government, inspect the lands and buildings and plans and submit objections or suggestions. Such objections and suggestions have to be considered, and any order passed by the Local Government in respect of them is subject to revision by the Governor General in Council.

The Government Buildings Act, 1899 (IV of 1899), applies to State railways, whether administered by the Government or by Companies, and to railways generally when the land has been provided, free of charge, for the use of the Companies, but remains the property of the Government.

15. Under the circumstances explained above, the Government of India consider that no case has been made out by the Railway Traffic Conference for any general alteration of the laws and rules which govern local railway taxation.

16. If railway administrations have any grievance, it arises rather out of the manner in which the laws and rules are worked than because the laws and rules are themselves defective or unfair, and the proper course to follow is that in any case in which a railway administration considers itself aggrieved it should, after exhausting all means of redress provided by the law or the rules referred to in the foregoing paragraphs, appeal to the Government of India furnishing full particulars.

*Documents accompanying.*

Nil.

No. 21 R. T., dated the 7th January 1907.

Copy forwarded to the Local Governments and Administrations and to the Officers noted in the margin,

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, the Punjab, and Burma.  
The Honourables the Chief Commissioners of the Central Provinces, and Assam.  
The Honourables the Residents at Hyderabad, and in Mysore.  
The Honourables the Agents to the Governor General for Central India, Rajputana, and Baluchistan.  
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.  
The Managers, North Western, Oadh and Rohilkhand, and Eastern Bengal (State) railways.

also to the Home and Legislative Departments of the Government of India, and the Accountant General, Public Works Department, for information.



## APPENDIX C.

Indian Railway Conference Regulations (as Revised by the Railway  
Conference of 1900 having effect from 1st January 1901).

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REGULATIONS FOR THROUGH TRAFFIC AND INTERCHANGE OF  
STOCK AS REVISED AT THE RAILWAY CONFERENCE OF 1900.

Note.—The letter "A" printed under the marginal reference of a Conference Regulation means that the Regulation is binding in terms of Resolution 51 of the Railway Conference of 1899 and Resolution 3 of the Railway Conference of 1900.

\* The letter "B" printed under the marginal reference of a Conference Regulation means that the Regulation relates to rates and fares in terms of the same Resolutions.

Below these letters is recorded the number of the Resolution in which the Regulation was adopted. For brevity, the entry is shown thus, "Reso. 81 of 1899" or "Reso. 81 and ap. Y of 1899."

## CHAPTER I.—GENERAL.

Definitions. [A.]  
[Reso. 62 and ap. R of 1899.]

1. In these Regulations, unless there is something repugnant in the subject or context,—

(a) "*Traffic Manager*" means the head of the Traffic Department of the railway concerned.

(b) "*Parent line*" means the line to which a vehicle belongs.

(c) "*Hiring line*" means any line, other than the parent line, on which a vehicle may be for the time being.

(d) "*Forwarding line*" means and includes—

(1) When applied to through traffic—

(a) The booking railway.

(b) Each railway lying between the booking and terminal railways passing on traffic booked to the terminal railway.

(2) When applied to rolling stock—

(a) The parent line on the outward journey.

(b) Each hiring line passing on a hired vehicle to another line whether on the outward or homeward journey.

(e) "*Receiving line*" means—

(1) When applied to through traffic—

(a) The terminal railway.

(b) Each railway lying between the terminal and booking railways taking over traffic booked to the terminal railway.

(2) When applied to rolling stock—

(a) The parent line on the homeward journey.

(b) Each hiring line receiving a hired vehicle from another line whether on the outward or homeward journey.

(f) "*Ferry*" shall include a floating or temporary bridge, passed for daylight running only.

(g) "*Station*" includes junction and transhipping stations.

NOTE.—Catchwords and marginal notes shall not be taken as interpreting rules. Examples to rules shall be held as interpreting the intention of the rules.

2. (a) The day shall be reckoned as twenty-four hours, commencing at midnight, Madras time being adopted in all cases. The week to end at midnight on Saturday.

Standards. [A.]  
[Reso. 62 and ap. R of 1899.]

(b) The maund of 82.29 lbs., divided into 40 seers, shall be the standard Indian weight on all railways.

(c) Fractions of a mile shall be charged as one mile.

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## CHAPTER II.—INTERCHANGE OF STOCK.

SECTION I.—*General.*

## 3. For the purposes of the rules in this chapter,—

Calculations. [A.]  
[Reso. 62 and ap. R of 1899.]

(a) The ton shall in all cases be reckoned as equivalent to 27 maunds.

(b) In all calculations for charge, fractions of half a ton and over of carrying capacity or in loads shall be reckoned as one ton, and fractions of less than half a ton shall be dropped.

(c) Sundays, Christmas Day and Good Friday shall be considered as "*Dies non*" in respect of demurrage only. No other "*Dies non*" shall be allowed.

4. Passenger carriages, horse-boxes, carriage trucks, brakevans, and passenger road or luggage vans shall, irrespective of contents, be in all cases reckoned as coaching vehicles whether they run upon passenger or goods trains. Postal vehicles are coaching stock, but are subject to special arrangements. All other kinds of vehicles shall be reckoned as goods vehicles, irrespective of contents and of the train on which they run.

Definition of coaching and goods stock. [A.]  
[Reso. 62 and ap. R of 1899.]

5. The interchange of coaching stock shall be subject to mutual arrangement between the respective railways.

Interchange of coaching stock. [A.]  
[Reso. 62 and ap. R of 1899.]

6. (a) The interchange of goods stock shall be unrestricted, and shall extend to all connected lines and branches.

Interchange of goods stock and transhipments. [A.]  
[Reso. 62 and ap. R of 1899.]

(b) Except as provided in clause (c) of this Regulation, it shall be optional with the receiving railway to tranship, at the junction, the contents of any wagon containing a load for one station of less than half its carrying capacity. The cost of transshipment shall be charged against joint station expenses where the load is less than five tons on the standard gauge and three tons on the metre gauge; but when the load is five tons or more on the standard gauge and three tons or more on the metre gauge, the charge for transshipment shall be at the cost of the receiving railway. Unless otherwise arranged, consignments for more than one station loaded in any one wagon shall be transhipped at the junction at the expense of the joint station.

*N.B.*—In the event of such transshipment at a junction, wagons shall remain at the charge of the forwarding railway for a period of 12 hours, and thereafter at the expense of the receiving railway.

(c) Traffic Managers shall be at liberty to make exceptions by mutual agreement as to transshipment in cases of consignments which, from their bulk or weight, fully occupy or need a wagon, or which require exceptional care, such as furniture, glassware, stationery, millinery, pictures, musical instruments, etc., etc.

(d) It shall be optional with a railway to tranship, at its own expense, the contents of a wagon at any point short of destination but beyond the junction.

7. (a) For hiring purposes, all stock shall, subject to (b), be considered as handed over when entered in the number-taker's book at the junction station, and it shall be so entered directly it is put into the lines or sidings in which such stock is usually placed for that purpose, or at such time and in such ways as may be arranged between the railways forming the junction.

Delivery of stock. [A.]  
[Reso. 19 of 1900.]

(b) Stock shall not be considered as accepted by the railway on to which it is going at any junction station until it and the load it may contain are in a condition to be taken on by the railway on to which it is going; and hire and other charges, if any, shall be paid by the railway bringing it to the junction until it is put into that condition.

(c) Except as otherwise provided for in these Regulations, all vehicles, of whatever railway, handed to any railway at a junction on the outward journey shall be accepted and dealt with only as vehicles of the railway which brings them to the junction; and vehicles which are returned to a junction on the homeward journey shall be treated as vehicles of the railway to which they are so returned.

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8. (a) Passenger carriages shall be returned to the parent line by the route by which they were received loaded, except under mutual arrangement.  
Return of stock to parent line. [A.]  
[Reso. 62 and ap. R of 1899.]

(b) Subject to the provisions of clause (c) of this Regulation, empty horse-boxes, carriage trucks, and wagons shall be returned to the parent line by the route by which they were received loaded, except when by consent of the parent line, it is arranged that they may be returned by any other agreed route.

(c) Horse-boxes, carriage trucks, and wagons may be loaded at any place on the route of the homeward journey to any place short of, or on, or beyond, the parent line by the route by which they were received.

(d) Subject to the proviso that the parent line may require that its wagons, horse-boxes, or carriage trucks be returned in accordance with clauses (b) and (c) by the route by which they were received, wagons, horse-boxes, or carriage trucks may be loaded at any place on the homeward journey to any place on the parent line, or to any place beyond, but *via* the parent line, and may be sent by the most direct route to that place, whether it be the route by which they were received on the outward journey or not.

(e) Wagons, horse-boxes, and carriage trucks may on or before the return journey be diverted or may be sent beyond original destination without missending charge for distances aggregating not more than 50 miles, whether on the main line or on one or more branches, in order to secure a load in the direction in which they are returning. Provided that any railway shall have the right on giving one week's notice to suspend this Regulation and require the direct return of its stock to the parent line.

(f) When a railway consists of two or more sections unconnected with each other, each section shall, for the purposes of this Regulation, be considered as a separate railway.

9. (a) Any railway which deals with a vehicle in contravention of Regulation 8 shall pay to the parent railway ten rupees in the case of a standard gauge vehicle and seven rupees in the case of a metre gauge vehicle per day or part of a day from the time such vehicle was misused until it returns to a station on the route by which it should have been sent; or until it is returned to a junction of the parent railway.  
Missending in contravention of Regulation. [A.]  
[Reso. 62 and ap. R of 1899.]

(b) Missent vehicles shall be subject, in addition to the charges in this Regulation, to charges for hire and demurrage.

(c) Missent vehicles under clause (a) of this Regulation, which have been loaded to a foreign line by the missending railway, shall be returned by the foreign railway to the parent line by the shortest route, unless reloaded to or beyond the parent line, in which case they may be sent by the most direct route to destination. When passing over foreign lines such lines shall be paid haulage by the missending railway at the rate of one pie per mile per ton of carrying capacity of the vehicle for any distance in excess of that for which they may be entitled to freight.

(d) A missending railway dealing with vehicles in contravention of Regulation 8 shall be responsible to the parent line for hire and other charges thereby entailed, and also to all foreign lines for any haulage charges thereby incurred. But the foreign railway shall pay to the missending railway any demurrage which may be incurred on the foreign railway.

10. If goods are required to be sent to a station beyond the original destination, the consignment may be sent on in the original wagon without incurring a charge for missending, but they will be subject to hire and demurrage. Luggage vans, horse-boxes, and carriage trucks may be rebooked under the same conditions.  
Exemption from missending charges when vehicles are sent on. [A.]  
[Reso. 62 and ap. R of 1899.]

11. (a) In the event of a loaded or empty wagon which is properly booked in accordance with regulations being missent, the railway so missending shall pay to the other railways over whose lines the vehicle runs owing to the missending a haulage rate of one pie per ton of carrying capacity. The missending railway shall also pay to the parent line hire due to the missending; also demurrage for any time in excess of the time which would have been allowed free  
Missending without contravention of Regulation. [A.]  
[Reso. 62 and ap. R of 1899 and Reso. 20 of 1900.]

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had it been despatched by the correct route. The freight earned in the case of loaded wagons will be dealt with under Regulation 29.

(b) Provided that, when a line has received freight, it shall not receive haulage, except for the distance in excess of the distance for which freight has been earned.

(c) Provided also that vehicle hire charges which would have been due if the correct route had been followed shall be paid by the railways forming the correct route, and credited to the missending line. The hire charge shall be calculated by taking one hour for every 6 miles of the correct route.

(d) Wagons missent on the outward journey should, when there is no break of gauge, be returned by the correct route, which, having been credited with its full freight on the outward journey, will receive no haulage on this portion of the return journey.

12. (a) So soon as the rolling stock of any railway passes into the custody or possession of any other railway, such other railway shall be responsible for all and every contingency that may arise from the use of such stock while it remains in its possession. Except that, if the contingency is clearly traceable to defect of material or workmanship, the actual repair or replacement of the vehicle in which there was such defect, but not of any other vehicle or any other consequent damage, shall be at the expense of the parent railway.

(b) The cost of repairs arising from ordinary wear and tear shall always be borne by the parent railway, but in cases of palpable damage (such as dropping heavy weights into wagons and so damaging the bottoms, neglect of greasing or oiling, and other similar neglects), and in all cases of accident or collision, the cost of repairs shall, except as provided in clause (d) of this Regulation, be borne by the railway in whose custody or possession the stock may be at the time the damage occurs.

(c) No claim for the cost of repairs shall be valid unless made within three months of the date at which the repairs are completed.

(d) The cost of repairs to any vehicle damaged, which does not exceed ten rupees, shall be paid by the railway which carries out the repairs.

(e) No charge shall be made for the freight of material sent for repair of damaged stock, or for the haulage and hire of wagons carrying damaged stock back to the parent railway. But such wagons shall be subject to demurrage charges.

SECTION II.—*Hire.*

## COACHING.

13. (a) Subject to the exceptions in clause (b), payment for the use of coaching vehicles shall be made at the rate of four annas per hour per standard gauge vehicle, and at the rate of two annas per hour per metre gauge vehicle, and such payment shall be called "hire."

Fractions of an hour of 30 minutes and over shall be taken as an hour, and fractions less than 30 minutes shall be dropped.

(b) Half hire shall be paid on horse-boxes, carriage trucks, prison and hospital carriages, and on private carriages, troop-extra trains, private special trains, and special passenger trains put on for fairs, etc.

(c) When the lead over a receiving railway is less than 100 miles, charges under (a) and (b) above shall not accrue for the first 12 hours during which the vehicle is on the receiving line.

(d) Bogie carriages having 4 or more axles shall be reckoned as two ordinary carriages.

## GOODS.

14. (a) The ordinary rate of payment for the use of goods stock shall be one pie per hour per ton of carrying capacity: and such payment shall be called "hire."

Goods vehicles. [A.]  
[Reso. 62 and ap. R of 1899 and  
Reso. 13 of 1900.]

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Fractions of an hour of 30 minutes and over shall be taken as one hour, and fractions under 30 minutes shall be dropped.

(b) Where the load in a wagon in the outward direction is less than six tons on the standard gauge and four tons on the metre gauge, the hire shall be paid on three tons in the former case and two tons in the latter, provided that when a wagon rate is collected from consignor or consignee, hire shall be paid on the full carrying capacity of the wagon.

(c) Where the lead over a receiving railway is less than 100 miles, charges under (a) and (b) shall not accrue for the first 48 hours during which the vehicle is on the receiving line; but this concession is subject to a minimum hire of 4 annas per vehicle on the standard gauge and of three annas on the metre gauge for each 10 miles or part of 10 miles of distance travelled in the outward direction.

NOTE.—Clause (c) of Regulation 14 does not authorize the imposition of a special rate for the first 48 hours for every 10 miles or fraction thereof and does require that no charge should be levied for the first 48 hours, provided the total hire payable is not less than that prescribed for every 10 miles or fraction thereof. The following example illustrates the rule:

A fully loaded 16-ton wagon booked to a station, 28 miles from junction, is returned empty and is absent 62 hours in all.

Deduct 48 hours from total absence and upon remainder charge hire and demurrage or minimum, whichever is greater.

*Example—*

(1) Wagon absent	. . . . .	62 hours.
(2) Deduct 48 hours free	. . . . .	48 "
		—
(3) Leaving for hire purposes	. . . . .	14 "
(4) The free allowances under next rule are—		
Running	. . . . .	10 "
Unloading	. . . . .	36 "
		—
	Total	46 "
		—

There is consequently no demurrage due upon 14 hours' absence.

(5) The minimum charges for 30 miles at 4 annas=Re. 0-12-0.

(6) The hire charge for 14 hours=Rs. 1-3-0.

(7) Minimum is exceeded and therefore hire is payable.

(d) Goods vehicles carrying passengers or live-stock of any kind booked through shall be considered as of a carrying capacity of 6 tons for the standard gauge and 4 tons for the metre gauge and charged for on that tonnage as per clause (a) of this Regulation.

[Reso. 11 of 1900.]

**SECTION III.—Demurrage.**

Coaching vehicles. [A.]  
[Reso. 62 and ap. R of 1899.]

15. There shall be no demurrage charges for coaching vehicles.

15A. When coaching stock is detained under load by passengers and demurrage is charged to the passengers under the tariff rules of the using line, the parent line shall be paid half the difference between the amount collected from the passengers and the hire charge under Conference Regulation 13 (a) in addition to the latter charge.

Demurrage on coaching stock realized from passengers. [A.]

[Reso. 39 of 1900.]

Goods vehicles. [A.]

Reso. 62 and ap. R of 1899.

16. (a) Subject to (1) the free allowance for short leads provided for in Regulation 14 (c) and (2) the observance of "dies non" provided for in Regulation 3 (c), the time during which a wagon may be absent from the parent line on payment of hire shall be arrived at by allowing one hour for every six miles for standard gauge and one hour for every five miles for metre gauge vehicles which would be run in both directions were the wagon returned by the correct route, and thirty-six hours for unloading and twenty-four hours for reloading at destination; also twenty-four hours at any

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intermediate station or stations for one or both of these operations, and twelve hours each way in case of a ferry by which goods vehicles are crossed.

(b) Goods vehicles received from one railway by another for back loading under Regulation 22, shall be allowed thirty-six hours for loading at the station from which returned to the parent line.

(c) When the time specified in clauses (a) and (b) is exceeded, payment for such excess time shall be made at four times the hire specified in Regulation 14 (a) and such augmented payment shall be called "demurrage."

In the case of wagons received for back loading with coal, demurrage shall be calculated at twice the hire specified in Regulation 14 (a).  
[Reso. 9 of 1900.]

17. Demurrage shall be calculated separately on the time occupied in the passage of vehicles over each line in succession, and, when incurred, shall be paid by the line on which it was incurred to the parent line:  
Method of calculation. [A.]  
[Reso. 62 and ap. R of 1899.]

Provided that in the case of any demurrage occurring on missent vehicles, it shall be paid to the missending railway which is responsible to the parent line for such charges:

Provided further that when through oversight or otherwise any demurrage occurring on a line not being the missending line shall have been paid to the parent line by the line on which it was incurred, such payment shall absolve the missending line from its responsibility in respect to the same.

18. (a) At junction stations of railways of different gauges, the rates of demurrage as fixed in this section shall be payable for the stock of either railway detained under load beyond the usual free time, but only in accordance with rules mutually agreed upon by the railways working into the junction station.  
Demurrage on wagons at junctions of different gauges. [A.]  
[Reso. 62 and ap. R of 1899.]

(b) But in the event of any railway being unable to supply a sufficient number of wagons to cope with the traffic offered at junctions of lines of different gauges, as contemplated in clause (a) of this Regulation, such railway may suspend or limit through-booking from midnight of the date of receipt of advice.

SECTION IV.—*Detention of traffic and stock owing to accidents, congestion, etc.*

19.\* (a) In the event of interruption of through communication from any cause whatever for 12 hours or over, hire and demurrage shall not be charged under the provisions of Regulations 13 to 17 for the period during which the interruption lasts on stock delayed in consequence, either short of or beyond the point of interruption.  
Interruption of through communication. [A.]

(b) In order to obtain the benefit of Regulation 19 (a) above, the railway on which the interruption occurs must, within 48 hours of the occurrence, despatch telegraphic advice of the fact to all railways whose stock is thus detained, failing which hire and demurrage will be chargeable at the option of the parent railway until the despatch of such advice.  
Notice of interruption to be sent and penalty for failure to do so. [A.]

(c) If required by the parent line, the railway on which an interruption occurs shall, as far as practicable, send an equal number of vehicles of its own to be used without charge upon the railway to which the stock so detained belongs, for the time that such stock is detained.  
Call for wagons in exchange by parent line. [A.]

(d) In the case of wagons detained beyond the point of interruption, no charge is leviable from a railway unable to comply with a call under this Regulation. On wagons detained between the parent line and the point of interruption, demurrage shall be chargeable at the option of the parent line on the failure of the railway on which the interruption occurs, to meet a call for wagons in exchange for them. Demurrage to commence 24 hours from the time that the call is made.  
Payment for failure to comply with call in respect of wagons detained short of point of interruption. [A.]

\* *Vide* Resolution No 62 and appendix R to the Proceedings of the Railway Conference of 1899.

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(e) When owing to an interruption of through communication it is necessary to stop the booking of traffic by any route, traffic which may have been booked before receipt of notice of closing shall, when necessary, be diverted by the shortest open route, fares and freight being collected from the public by the route originally booked and divided in mileage proportion over the whole route actually travelled from original starting station to destination.

(f) After notice of closing, traffic shall be booked by the cheapest open route and freight charged by the route booked.

(g) On the occurrence of a block of traffic, when a railway, owing to the large amount of traffic arriving, finds itself unable to return foreign wagons within the free time allowed, it shall send notice by telegram to despatching railways, advising them either to stop booking or to restrict traffic, as the case may be, or naming the conditions upon which traffic will be received.

In the event of booking being stopped or restricted, home line bookings must be stopped at the same time or proportionately restricted, advice being given to foreign railways that this has been done. Such notices shall have effect from midnight of the date of receipt of the advice, traffic booked before this hour being received without restriction.

20 (a) In cases in which the stock of any railway is damaged upon the line of another railway, a period of not more than ten days shall be allowed free of hire and demurrage to the railway on which the damage occurred for the repair of the stock. But if the repairs cannot be completed in ten days, the vehicles shall be despatched to the parent railway within that time.

(b) In addition to the free allowance as prescribed in clause (a) of this Regulation, the time which elapses until material required for repairs from the parent line is received (provided that an indent for such material is despatched to the parent line within 48 hours of the time at which damage occurs) shall be allowed free of hire and demurrage in the case of damaged stock of one railway repaired on the line of another railway.

(c) If the damaged stock be not returned either repaired or not repaired within the period allowed, hire and demurrage shall be charged after the expiry of such period, unless specially exempted by the Traffic Manager of the parent railway.

NOTE.—The words “period allowed” in clause (c) of Regulation 20 mean the 10 days referred to in clause (a) *plus* the time occupied in the conveyance of material for repairs referred to in clause (b).

(d) Notice in general terms stating how and when the damage took place and the nature of it shall in all cases be sent within one month by the Traffic Manager of the railway on which the damage occurred to the Traffic Manager of the parent railway, and also to the Traffic Manager of each intermediate railway between the line on which the damage occurred and the parent railway. Failure to give this notice will involve forfeiture of the free time allowed by clause (a) of this Regulation.

**SECTION V.—*Equalization of stock interchanged.***

21. (a) The railway on which through traffic originates shall provide wagons for such traffic. But when the sending railway has absent on the receiving railway an excess of not less than 10 per cent. of its total wagon stock, or 350 wagons, whichever is less, the sending railway may call on the receiving railway to make over such number of empty wagons daily for the purpose of traffic to and *via* the receiving railway as it may deem necessary towards the equalization of tonnage: provided that such daily number shall not be less than fifteen, and shall not exceed one-seventh of the total excess which the sending railway has on the receiving railway at the time the call is made. If the number of wagons called for is not supplied during the week commencing on the fourth day after the call has been received, a charge shall be paid by the receiving railway to the sending railway on the net balance received short at



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the end of the week at the rate of one and a half rupees per ton of carrying capacity of the wagons short supplied. This charge to be in addition to ordinary hire, demurrage, and missending charge which may accrue under the rules on the stock of the sending railway actually running with through traffic upon the receiving railway; but no missending charge shall be payable by the sending railway for the empty running of the wagons sent in response to a call to obtain a load for the receiving railway. The receiving railway shall be at liberty to supply on any day throughout the week in response to a call a maximum of not more than 50 per cent. beyond the daily number called for, provided the total number called for is not exceeded in the week.

(b) In the case of a sending railway having more than one junction with a receiving railway, the number on which the call shall be made shall include the wagons exchanged at all junctions, but the receiving railway is not bound to supply, nor the sending railway to accept, more wagons at any one junction than is proportionate to the excess exchanged at that junction.

(c) This equalization shall, when called for by the sending railway, be made in the following manner, namely:—

If, for example, on the 3rd of a month the sending railway has 750 wagons on the receiving railway and the receiving railway has 129 of its wagons on the sending railway, then the sending railway may on the 4th, or within seven days after the 3rd, call upon the receiving railway, either by wire or letter, to equalize the balance of excess—that is, 621 wagons—by handing over to the sending railway that number of empty wagons for back loading to the receiving railway during the seven days subsequent to the third day from the date of the call—that is, if the call is received on the 4th of a month, during the next seven days commencing on the 8th of the month.

The receiving railway must, upon receipt of such a notice on the 4th of the month, hand over on the fourth day afterwards, *i.e.*, the 8th of the month, and on the subsequent six days, an average of 88 wagons a day (fractions being dropped), *i.e.*, for seven days from and inclusive of that day, the 8th of the month.

Fresh notice of call must similarly be given by the sending railway on the 11th of the month or subsequently within the seven days commencing on that day in regard to the excess balance that may exist on the 10th of the month, and this fresh call must be responded to by the receiving railway in the same way as in the case of the original call mentioned above, and so on, from time to time, the intention being that the excess at any time shall be equalized within the following ten days.

(d) (1) Wagons of the sending railway forwarded under load to the receiving railway, if returned loaded or empty by the receiving railway to the sending railway during the continuance of such call, shall not be reckoned as forming part of the wagons supplied in response to the call referred to in this Regulation.

(2) Empties handed over for back loading in response to a call under this Regulation, and still on the receiving line are to be reckoned as wagons forwarded by the receiving railway in the calculation towards the equalization for following week.

(3) The excess of not less than 10 per cent. of its total wagon stock or 350 wagons in clause (a) of this Regulation shall not include vehicles belonging to one or other railways forwarding traffic across the railway having a junction with the receiving railway, unless the number belonging to any one railway shall have exceeded 350 wagons.

But when a foreign line has called upon an intermediate line, the intermediate line may pass on a fair proportion of the call to an adjoining line beyond, such proportion being based on the total number of the calling line's wagons received by the intermediate line from the calling line and the number of such wagons sent forward by the intermediate line to the line beyond.

(e) Open wagons shall be accepted if supplied with proper sheets and ropes.

(f) The sending railway may countermand the call at any time whenever altered circumstances make it desirable.

*Example No. 1.—*

*A* (the sending railway) has at midnight on the 3rd of a month 750 10-ton wagons on *B* (the receiving railway) sent *via* junction X.

*B* has at midnight on the same day 129 of its 10-ton wagons on *A*, also sent *via* junction X. Excess 621 10-ton wagons of *A* upon *B*.

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*A* may on the 4th of the month call upon *B* to hand over at junction *X* on the 8th of the month and on the six following days an average of 88 10-ton wagons on each of those days to equalize the balance of excess of 621 10-ton wagons of *A* on *B* on the 3rd of the month, or an equivalent in wagons of other capacities.

*B* cannot send more than the equivalent of 132 10-ton wagons on any one day, being 50 per cent. more than are called for.

*B* on the 8th, 9th and 10th sends the equivalent of 88 10-ton wagons to *A*, and on the 11th, *B* sends only the equivalent of 53 10-ton wagons; on the 12th *B* sends only 27 10-ton wagons; on the 13th *B* sends 132 10-ton wagons (being 50 per cent. more than the 88, the daily supply called for), and on the 14th *B* sends 25 10-ton wagons. *B* will thus have supplied equal to 115 10-ton wagons less than the call in the seven days, and has to pay Rs 1-8 per ton on that short supply, that is, Rs. 1,725, and the equalization is held to be completed, there being no further claim by *A* upon *B* for excess wagons for the call which was made on the 4th of the month.

### *Example No. 2.—*

If on the 10th *A* has equal to 647 10-ton wagons on *B* sent *via* junction *X*, and *B* has the equivalent of 245 10-ton wagons on *A*, also sent *via* junction *X*, then *A* may call on the 11th for the equivalent of 402 10-ton wagons, that is, an equivalent of 57 10-ton wagons (the fraction being dropped) per day which should be handed over by *B* on the 15th and six subsequent days. The 57 10-ton wagons a day are equal to 3,990 tons of carrying capacity in that seven days. *B* on the 15th sends 57 10-ton wagons, on the 16th 20 14-ton wagons, on the 17th 20 14-ton wagons, on the 18th 20 14-ton wagons, on the 19th 30 10-ton wagons, on the 20th 25 10-ton wagons, and on the 21st 61 14-ton wagons. Thus *B* will have supplied 1,176 tons of carrying capacity short of what was called for, and will pay Rs. 1,764 for that deficiency; and the equalization contemplated having been completed will have no further claim upon *B* for excess wagons for the call which was made on the 11th of the month.

22. (a) When the aggregate excess number of wagons absent from any one railway upon any other railway shall exceed three hundred and fifty at the end of any week, the receiving railway may call upon the forwarding railway to take over a sufficient number of wagons to bring this excess within three

hundred and fifty. This excess number of 350 wagons absent from any one railway upon any other railway shall not include vehicles belonging to one or other railways forwarding traffic across the railway having a junction with the receiving railway unless the number belonging to any one railway shall have exceeded 350 wagons. In the event of the forwarding railway not intimating within forty-eight hours after notice of tender by the receiving railway its intention to accept such wagons, a charge of two rupees per standard gauge wagon and one rupee per metre gauge wagon per day shall thereafter be paid as a rebate on hire by the forwarding railway upon the daily balance in excess of three hundred and fifty absent.

(b) No notice shall be valid unless given by wire, or in any other way that may be mutually agreed upon, within three days after the close of a week, by the receiving railway of its intention to offer wagons; and the rebate shall not be charged until the expiry of forty-eight hours after the despatch of the notice by the receiving railway.

(c) Except as provided in Regulation 8 (f), when any two railways have more than one junction with each other, all such junctions shall be regarded for the purposes of this Regulation as one junction only.

But the receiving railway shall tender at each junction only such number of the wagons in excess of three hundred and fifty as is in proportion to the total number of wagons received in excess at such junction.

### *Example—*

Railway *A* receives in excess from railway *B* in one week at junction *X* 279 wagons, at junction *Y* 352 wagons, at junction *Z* 164 wagons, being a total received in excess of 795, or 445 more than the limit of 350, which is fixed for all the exchanges in one week between the two railways. Railway *A* can offer to send to railway *B* the following number of wagons at each of those junctions respectively for that week, *viz.*, at—

Junction *X*,  $\frac{279}{795} \times 445 = 156$  wagons; at junction *Y*,  $\frac{352}{795} \times 445 = 197$  wagons; and at junction *Z*,  $\frac{164}{795} \times 445 = 92$  wagons.

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(d) No railway shall be required to take over under this Regulation on any one day more than 50 per cent. over one-seventh of the total excess of the previous week, provided the total number offered in the week is not more than the excess over three hundred and fifty during the week, nor more than 50 per cent. over one-seventh of that excess on any one day.

23. Wagons taken over under the provisions of Regulations 21 and 22 shall be subject to hire and demurrage rules, the hire charge being based on the return load, but there shall be no charge for missending. In the event of a load not being available, the hire shall be as per clause (b) of Regulation 14.

Hire on wagons called for. [A]  
[Reso. 62 and ap. R of 1899.]

SECTION VI.—*Returns and Accounts.*

24. (a) In case a wagon, horse-box, or carriage truck is loaded on the homeward journey to any station short of the parent line, or in case of any alteration in the destination or route of a vehicle of any description caused by transhipment of the load or otherwise, the audit offices of the respective railways shall make full explanatory remarks in the interchange statements against the entry of such vehicle, and credit the hire and demurrage that may be due.

Junction returns. [A]  
Reso. 62 and ap. R of 1899.]

(b) Each railway shall accept the statements of other railways with respect to the loads and vehicles, unless the number-takers at the junction notice and record that the loads have been interfered with, when the actual contents and their condition shall be ascertained and recorded by an authorised representative of each of the railways forming the junction.

(c) The accounts referring to any charges under the Regulations in this chapter in which any railway is concerned shall be open to the inspection of such railway.

25. No claim of any description for charges under the rules in this chapter shall be entertained if preferred after a lapse of six months from the date on which a vehicle returns to the parent line.

Limitation of claims [A]  
[Reso. 62 and ap. R of 1899.]

26. Whatever charge is paid for hire, demurrage, and missending by any railway for the use of vehicles of other railways shall in all cases belong, and be paid over, to the parent line.

Settlement of accounts. [A]  
[Reso. 62 and ap. R of 1899.]

## CHAPTER III.—THROUGH TRAFFIC REGULATIONS.

SECTION I.—*General.*

27. In the absence of mutual agreement between particular railways as to the routing of traffic or of specific instructions in writing from the sender or his authorised agent—

Routes and junctions. [A]  
[Reso. 67 of 1899.]

(i) all traffic shall be booked and carried by the cheapest route;

(ii) where the rates by two or more routes are equal, traffic may be booked and carried by the route most favourable to the railway on which it originates.

*(The Madras railway dissented from this Regulation.)*

28. Canceled at the Railway Conference of 1900,—  
vide Resolution No. 51.

Minimum rates between junctions.

29. (a) In all cases of through goods traffic, also of carriages and live-stock booked as coaching traffic, in through vehicles being booked, or despatched to destination contrary to Regulation 27, or despatched by other than the booked route when that is the correct route, freight by the correct route shall be collected and divided between the lines forming that route according to their proper proportions. For the portion of the distance carried which is not in the correct route, the missending line shall pay the haulage, hire and demurrage charges which may be due under Regulation II.

Freight on wagon of goods misdespatched. [A]  
[Reso. 64 and ap. R of 1899.]

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(b) In all cases of through goods traffic being despatched to wrong destination, it shall, forthwith, on the error being discovered, be despatched by the most direct route to destination.

(c) When goods not carried to destination in the wagons in which despatched by the forwarding railway are dealt with contrary to Regulation 27, freight by the correct route shall be collected and divided between the lines forming the correct route according to their proper proportions, and the missending railway shall pay for the missent distance a charge to the carrying line of three pies per ton per mile, subject to the proviso that such payment shall not be made on the distance for which freight is earned. The charge under this rule to be exclusive of handling charges at ferries and conveyance charges to and from out-agencies which are to be paid separately.

(d) Small consignments of less than 54 maunds over-carried or carried by the wrong route through the fault of the staff shall be returned to destination free of charge; this to apply to cases of both over-carriages and misdespatches under this Regulation.

30. Any one railway having entire command of a route between the despatching and receiving stations may fix the rate between these stations and may carry the traffic by its own route.

Fixing of rate by railway having entire command of route. [A]

[Reso. 67 of 1899.]

*(The Great Indian Peninsula and Assam-Bengal railways dissented from this Regulation.)*

31. (a) Each railway shall publish tables of rates and fares and rebates from each of its junctions with foreign lines to every station on its own system. Terminals when charged shall be included in the rates quoted. Each railway shall supply free twelve copies of such rate and fare lists as may be needed to each railway with which through-booking arrangements exist, and further copies shall be supplied, if required, on payment.

Advices of rates and fares. [A]

[Reso. 64 and ap. R of 1899 and Reso. 26 of 1900.]

(b) Rates shall be quoted in all rate lists at "per maund" or "per wagon." The quotations to be in rupees, annas and pies.

When wagon rates are quoted, it should be clearly stated whether the rates apply on the full marked carrying capacity of the wagon used or not, *i.e.*, up to what weight the wagon rate applies and what rates are applicable for quantities loaded in excess of that weight.

(c) The rates quoted for freight shall, except where otherwise specified by public notice, include all such services as marking, weighing, making out receipts, and loading and unloading.

32. (a) Advices of all changes of rates, fares, classifications, rebates and conditions shall be issued bi-monthly and shall be despatched not later than the first day of the following months in each year, namely, the 1st of February, the 1st of April, the 1st of June, the 1st of August, the 1st of October and the 1st of December.

Changes of rates, fares, etc. [A]

[Reso. 31 & 82 of 1900.]

(b) The receiving railway or railways may despatch one advice of consequent alterations before the first day of the month following the first advice of alteration. Such consequent alterations shall apply only to rates affected by the changes notified in the first instance. These advices under (a) and (b) respectively (twelve copies, or such other number as may be agreed on) shall be sent only once bi-monthly to all railways with which there is through-booking, a *nil* form being sent when no alteration is proposed.

(c) The railway originally notifying cannot give notice of a further change till the expiry of two months after that in which the first advice is required to be given.

(d) The rates, etc., so advised shall become operative from the first day of the second month following that in which they are required to be notified under clauses (a) and (b).

**Example—**

Railway A may give notice to Railway B not later than the 1st of April. The rates, etc., contained in such notice will come into force on the 1st of June.

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Railway *B* may give notice not later than the 30th of April of consequent alterations. Such consequent alterations will also come into force on the 1st of June.

No further alteration can be brought into force on the 1st of June, but must form the subject of fresh notice under clause (a) of this Regulation.

(e) With the consent of all railways interested, any railway or railways may introduce or alter through rates with immediate effect, but in the absence of such consent the procedure shall be as laid down in clauses (a) and (b) of this Regulation.

(f) Any rates notified in contravention of these Regulations shall be inoperative.

(g) In the event of any railway, under Conference Resolution No. 51 of 1899, withdrawing from Conference Regulation 32, the railways, parties to the Conference, are not bound to accept the changes in rates notified by the withdrawing railway.

NOTE.—The rules as to changes in rates apply to through rates. Changes in local rates may be introduced at any period, but must be notified to all railways within 14 days after date of introduction.

33. (a) Freight on goods and parcels lost or damaged shall be debited to compensation account in addition to the amount of the claim.  
Freight on articles lost, damaged or unclaimed. [A]

(b) Freight on goods and parcels left on hand unclaimed shall be charged against the goods or parcels, as the case may be, the railway on which they were left taking the articles and keeping the value thereof; and if the value is less than the amount of the freight, the balance shall be charged against the compensation account of the railway on which the goods or parcels were left.  
[Reso. 78 and 81 and ap. Y of 1899.]

(c) In such cases unrecovered wharfage or demurrage when not covered by the sale value of the package or packages should be written off by the railways on which it was incurred.

34. (a) Claims should, after verification, be at once paid by the railway on whom the claim has been made.  
Claims on through consignments. [A]. [Reso. 67 and 81 and ap. Y of 1899.]

(b) Failing settlement of liability promptly between the railways concerned, the claims shall be referred to arbitration.

(c) Pending result of arbitration, the amount for which a claim has been settled should be temporarily adjusted in mileage division over the railways over which the consignment has been carried. Upon final settlement, the amounts overpaid or underpaid shall be adjusted between the railways concerned.

Apportionment of claims on through goods traffic. [A] [Reso. 57 of 1899.]

35. The following rules shall be observed in the apportionment of compensation claims on through goods traffic:—

(a) When a wagon in which damage, deficiency or loss is discovered, arrives at a station with the sending station's seals intact, the sending station shall be held responsible unless the damage, etc., can be proved to have occurred elsewhere.

Station is held to include junctions and transshipping stations; sending station is held to mean the station, junction, transshipping station or other point at which a wagon was last sealed.

(b) When a joint station is held responsible under these rules for any damage, deficiency, loss, etc., the amount of the claim shall be debited to joint station expenses.

(c) When a seal is not intact and damage, etc., is discovered, the amount of the claim shall be borne by the railway on which the discovery is made, unless it can be proved to have occurred elsewhere.

(d) The above rules do not apply to damages caused by wet. In the case of goods carried in through wagons, claims on consignments loaded in covered wagons damaged by wet shall be borne in mileage proportion by all the railways over which the consignment is booked.  
[Reso. 57 of 1899.]

In the case of transshipment at junctions —

- (i) For damage by wet which occurs prior to arrival at a transshipment station, and is detected there on unloading, the line or lines over which the consignment has passed since despatch, or since last transshipment, shall be responsible.
  - (ii) For damage by wet which occurs at a transshipment station, the joint station (if the staff is joint) shall be responsible; but, where the two lines are separately represented at a transshipment station, the line in whose possession the goods are found wet shall be liable.
  - (iii) For damage by wet which occurs after loading up at a transshipment station, the line or lines over which the goods are transported up to destination or next transshipment station shall be responsible.
- (e) Any damage, deficiency, or loss must be notified to the consigning and transshipping stations by telegram tendered for despatch within six hours of the time at which the wagon is opened.
- [Reso. 30 of 1900.]

#### SECTION II.—Coaching.

36. All coaching traffic shall be booked through between all stations of all railways which have through-booking arrangements with each other, provided the stations are open for such traffic.

Through booking of coaching traffic. [A].  
[Reso. 8; and ap. Y of 1899.]

36-A. Fares and all charges due by passengers which have not been recovered in the first instance at the starting station, owing to errors by station staff, shall be demanded only at destination, where endeavours shall be made to recover any amounts due. Such demands shall not be made at intermediate stations.

Recovery of excess fares, etc. [A]  
[Reso. 27 of 1900.]

Failure to recover at destination will not relieve the forwarding station of responsibility under the existing rules.

*(The Bengal-Nagpur railway dissented from this Regulation.)*

37. (a) Except as provided in clause (b), when passengers are found on a route by which they are not booked, they shall be sent to destination by the shortest or quickest route, whichever they prefer, the fares, etc., being divided in accordance with the original booking, provided also that the railways carrying the passengers by these routes shall receive their fares, etc., recoverable from the railway or railways owning or jointly working the junction which allowed the mistake to occur.

Passengers travelling by other than booked route [A].  
[Reso. 58 of 1899.]

#### Example—

A third class passenger from Howrah is booked to Lucknow, by way of the Oudh and Rohilkhand railway, from Moghal Sarai; fare over the Oudh and Rohilkhand railway being Rs. 2-9-0. He is carried from Moghal Sarai to Cawnpore by way of the East Indian railway and from Cawnpore to Lucknow by the Oudh and Rohilkhand railway.

[Reso. 23 of 1900.]

The fare from Moghal Sarai to Cawnpore is Rs. 2-13-0 (East Indian railway); the fare from Cawnpore to Lucknow is Re. 0-10-0 (Oudh and Rohilkhand railway).

The Oudh and Rohilkhand railway should receive the original fare from Moghal Sarai to Lucknow, Rs. 2-9-0, and the fare from Cawnpore to Lucknow, Re. 0-10-0, the latter being debited to joint station expenses at Moghal Sarai; and the East Indian railway should receive the fare from Moghal Sarai to Cawnpore, Rs. 2-13-0, debitable to joint station expenses at Moghal Sarai.

(b) Passengers desirous of adopting an alternative route from any junction may travel by that route on paying the difference, if any, between the booked and diverted route for themselves, servants and luggage. In such cases, the railways carrying the passengers shall share the fares, etc., in proportion to each railway's fare by the route actually travelled.

[Reso. 58 of 1899]

38. At principal stations, passengers or their servants shall be allowed to purchase tickets and book luggage at any time during the day.

Opening of booking offices. [A].  
[Reso. 81 and ap. Y of 1899]

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Reserved accommodation to return  
ticket-holders. [A].  
[Reso. 81 and ap. Y of 1899.]

39. When reserved accommodation is required by  
return ticket-holders, each half return ticket shall be ac-  
cepted as one of the tickets needed to reserve the requir-  
ed accommodation.

Free allowance of passengers' lug-  
gage. [B].  
[Reso. 81 and ap. Y of 1899.]

40. (a) The free allowance of passengers' luggage  
shall be as follows :—

For a first class passenger	...	...	...	1½ maunds,
„ second class passenger	...	...	...	30 seers,
„ intermediate class passenger	...	...	...	20 „
„ third class passenger	...	...	...	15 „

and half these quantities for each child's half ticket.

(b) In through-booking in the case of 1st and 2nd class passengers, the bundle of rugs, tiffin basket, and small hand-bags, walking-sticks or umbrellas, and in the case of intermediate and 3rd class passengers, the razai or blanket, which passengers usually take into the carriage with them for their requirements on the journey, shall not be weighed.

(c) Holders of return tickets shall be entitled to the free allowance of luggage on both the outward and the return journey.

Return tickets for race horses. [B].  
[Reso. 81 and ap. Y of 1899.]

41. Return tickets shall be issued for horses for  
racing purposes at a fare and a tenth under the following  
conditions :—

- (i) That the horses be carried at owner's risk.
- (ii) That three or more horses travel in the same box booked by the same sender.
- (iii) That the outward and return journey be completed within six months.
- (iv) That before the horses are carried on the return journey, a certificate be produced from the Secretary to the Race Meeting to which the horse was booked that the horse was actually entered.
- (v) That horses attending more than one meeting may break journey either on the outward or the homeward route for the purpose of attending other race meetings, always provided that the horses do not travel over the line more than once in the same direction.

*(The Rohilkund and Kumaon, Nilgiri and Darjeeling-Himalayan railways dissent-  
ed from this Regulation.)*

SECTION III.—*Goods.*

42. (a) In calculating rates per maund, fractions of a pie under one-half shall be omitted, all others being reckoned as one pie.

(b) In calculating charges, if the total for each consignment gives a fraction of an anna of six pies or more, such fraction shall be charged as one anna; if the fraction be less than six pies, such fraction shall be dropped.

Method of calculating goods rates.  
[A]  
[Reso. 81 and ap. Y of 1899.]

(c) Only one minimum charge shall be made, and this minimum charge shall be divided according to mileage.

(d) The minimum weight to be despatched by goods train shall be fourteen seers.

(e) The minimum distance charged shall be ten miles, subject to a minimum charge of eight annas.

(f) Subject to the minimum charge, fractions of a quarter of a maund shall be charged as a quarter of a maund, thus :—

121 seers	shall be reckoned as	3¼ maunds.
26 „ „ „		¾ maund.
14 „ „ „		½ „

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(g) The rules for fractions and minimum charges contained in this Regulation apply to each class of goods in each consignment.

Penalty charges leviable under section 58 of the Indian Railways Act, 1890. [A].  
[Reso. 81 and ap. Y of 1899.]

43. (a) The penalties when levied under clauses (2) and (3) of section 58 of the Indian Railways Act, 1890, shall be calculated on the entire distance over which the consignment will be or has been carried.

(b) The penalties calculated in accordance with clause (a) shall either be entered in the invoice at sending station or, in case of misdeclaration detected after despatch, shall be entered on the invoice at destination, so as to show the amount due to each railway concerned.

(c) Any charges incurred under clause (6) of section 58 of the Act shall be defrayed by the railway which detains and examines the goods, such charges, when incurred at a station worked by a joint staff, being debited to joint station expenses.

44. There shall not be more than one invoice for each consignment. Invoices shall be sent forward by the train which will arrive first at the destination of the goods.

Invoices. [A]  
[Reso. 81 and ap. Y of 1899.]

44A. (a) The remark "at railway risk" or "at owner's risk" shall be stamped on all invoices.

Stamping invoices with the remark "at railway risk" or "at owner's risk." [A].  
[Reso. 52 and 53 of 1900.]

(b) In case of failure to enter the remark "at railway risk" or "at owner's risk" on invoices, the receiving station shall wire to the forwarding station enquiring whether the consignment is booked "at owner's risk" or "at railway risk," and the receiving station shall be held responsible for the collection of the correct charges.

44B. When undercharges are irrecoverable, in the absence of special agreement

the following rules shall apply:—  
Responsibility in regard to "to pay" invoices. [A].  
[Reso. 29 of 1900.]

In the case of goods invoiced "To pay," the forwarding station shall be responsible that the correct charges are entered on the invoice for the proportion due to the forwarding railway; the receiving station shall be responsible for the proportion due to the receiving railway.

For the charges due to any intermediate railway or railways, if incorrect charges have been entered on the invoice and the error remains undetected before delivery, both the forwarding railway and the railway which effects the delivery shall be responsible for the charge due to intermediate railways in equal division: in all other cases the railway which effects the delivery and collects the charges shall be responsible.

45. In the appointments of freight, the limit to which errors in calculation of freight in each railway's proportion shown on invoices for goods booked through shall be disregarded in the receiving railway's audit office, and in checking division sheets, shall be Re. 1 in respect to both overcharges and undercharges. This does not apply to errors in rate, weight, or classification.

Errors in invoices. [A]  
[Reso. 81 and ap. Y of 1899.]

## CHAPTER IV.—FARES AND RATES.

### SECTION I.—Coaching traffic.

46. (a) Treasure including specie, bullion, gold and silver coin, jewellery, trinkets, plate, etc., shall be carried at the following rates, viz.:—

Specie. [B].  
[Reso. 50 of 1900.]

	Pies per maund per mile.
Up to 27 maunds . . . . .	2½
Above 27 and up to 81 maunds . . . . .	2
„ 81 „ „ 270 „ . . . . .	1½
Over 270 maunds . . . . .	1 pie

provided that the charge for any quantity shall not be less than that for a smaller quantity according to the above scale.



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documents.

## Escort—

(i) One man is allowed to travel free, both on the outward and return journey, as a third class passenger, when the consignments of treasure are over 54 and under 135 maunds.

(ii) Two men when consignments are from 135 to under 270 maunds.

(iii) Four men with consignments of 270 maunds and over.

(b) The minimum charge for treasure shall be as for one maund, fractions of a maund above one maund being charged for as follows :—

Under 10 seers as 10 seers.

Exceeding 10 seers, but not exceeding 20 seers as 20 seers.

” 20 ” ” ” 30 ” 30 ”

” 30 ” ” ” 40 ” 40 ”

(c) Copper coin by passenger train in quantities of five maunds and under shall be carried at the rates of two pies per maund per mile on actual weight subject to the minimum, for luggage, of 10 seers; in quantities over five maunds, at one pie per maund per mile, subject to a minimum charge as for 10 maunds.

Horses. [B].  
[Reso. 81 and ap. Y of 1899.]

47. The rates for the conveyance of horses shall be as follows :—

Two annas per mile for the first horse, and for every additional horse one anna, subject to a minimum of five rupees for each horse-box: this minimum charge being respective of the gauge and number of railways to be passed over.

*(The Madras railway dissented from this Regulation.)*

Carriages. [B].  
[Reso. 81 and ap. Y of 1899.]

48. Carriages shall be carried at the following rates :—

(a) A single carriage or palanquin, three annas per mile.

(b) When two or more vehicles are sent together by the same consignor to the same station on one truck, the charge shall be four and a half annas per mile.

(c) The minimum charge shall be five rupees for each truck, irrespective of the gauge and number of railways to be passed over.

*(The Madras railway dissented from the whole of this Regulation.)*

49. (a) The charge for dogs shall be four annas for every fifty miles or fraction thereof divided in mileage proportion between the railways concerned.

Dogs. [B].  
[Reso. 81 and ap. Y. of 1899.]

(b) Return tickets shall be issued for dogs at double the sum of the single fares, and be available for the same periods as return tickets issued to passengers.

Small animals and poultry. [B].  
[Reso. 81 and ap. Y of 1899.]

50. The following shall be charged at dog rates :—

(a) Puppies, cats, kittens, mongooses, ferrets, rabbits, monkeys, guinea-pigs, and other small animals not in cages, separately for each animal.

(b) Live turkeys, geese, ducks, and other poultry, if not in baskets, hampers, or coops, separately for each bird.

51. The following shall be charged at double the dog rates when carried in passenger trains, not more than three animals being sent by each train :—

Larger animals. [B].  
[Reso. 81 and ap. Y of 1899.]

(a) Calves, goats, sheep, pigs and other small animals for breeding, agricultural, or sporting purposes, separately for each animal. Young kids lambs, alone or with parent animals, shall be charged as goats or sheep.

(b) Small deer, bears, and cubs of wild animals, separately for each animal.

52. Corpses shall be carried at eight annas a mile for each, subject to a minimum of five rupees for each corpse.

Corpses. [B].  
[Reso. 81 and ap. Y of 1899.]

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documents.

**Appendix C—contd.**

Parcels and passengers' luggage.  
[A].

53.\* The rates for parcels and luggage shall be as follows:—

(a) Parcels shall be charged by either weight or measurement, whichever gives the greater charge, two cubic feet being considered equal to ten seers in weight.

[A].

(b) Each parcel shall be charged for separately.

[B].

(c) Parcels not exceeding one cubic foot by measurement, or five seers in weight—

(i) When the weight does not exceed two and a half seers, four annas per 500 miles or fraction of 500 miles, subject to a maximum charge of one rupee.

(ii) When the weight does not exceed five seers, four annas per 250 miles or fraction of 250 miles, subject to a maximum charge of two rupees.

(d) Parcels exceeding one cubic foot in contents or five seers in weight shall be charged at the rates shown in the following table, provided that when lower rates than those shown in the table can be secured by re-booking at any station, it shall be optional with any railway to charge the sum of the rates from the despatching station to such re-booking station, and from such re-booking station to destination.

[B].

[Reso. 68 and ap. T of 1899]

*Rate list for luggage and parcels.*

Distance in miles.				WEIGHT.								Additional charge for fractions in excess of even maunds.
				Not exceeding 10 seers.		Exceeding 10 seers, but not exceeding 20 seers.		Exceeding 20 seers, but not exceeding 30 seers.		Exceeding 30 seers, but not exceeding 40 seers.		
				Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	The amounts entered in the respective columns.
Not exceeding 25				0	4	0	4	0	4	0	4	
Exceeding	25 but not exceeding 50			0	4	0	4	0	8	0	8	
"	50	"	75	0	4	0	8	0	12	0	12	
"	75	"	100	0	4	0	8	0	12	1	0	
"	100	"	125	0	8	0	12	1	0	1	4	
"	125	"	150	0	8	0	12	1	0	1	8	
"	150	"	175	0	8	1	0	1	4	1	12	
"	175	"	300	0	8	1	0	1	8	2	0	
"	300	"	325	0	12	1	4	1	12	2	4	
"	325	"	350	0	12	1	4	2	0	2	8	
"	350	"	450	0	12	1	8	2	4	3	0	
"	450	"	475	1	0	1	12	2	8	3	4	
"	475	"	500	1	0	1	12	2	12	3	8	
"	500	"	600	1	0	2	0	3	0	4	0	
"	600	"	625	1	4	2	4	3	4	4	4	
"	625	"	650	1	4	2	4	3	8	4	8	
"	650	"	750	1	4	2	8	3	12	5	0	
"	750	"	775	1	6	2	12	4	0	5	4	
"	775	"	900	1	6	2	12	4	2	5	8	
"	900	"	925	1	9	3	0	4	6	5	12	
"	925	"	950	1	9	3	0	4	10	6	0	

\* Vide Resolution No. 81 and appendix Y to the Proceedings of the Railway Conference of 1899, except where otherwise specified.

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documents.

## Rate list for luggage and parcels—contd.

Distance in miles.		WEIGHT.								Additional charge for fractions in excess of even maunds.
		Not exceeding 10 seers.		Exceeding 10 seers, but not exceeding 20 seers.		Exceeding 20 seers, but not exceeding 30 seers.		Exceeding 30 seers, but not exceeding 40 seers.		
		Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	The amounts entered in the respective column.
Exceeding	950 but not exceeding 1,050	1	9	3	2	4	12	6	4	
"	1,050 " " 1,075	1	12	3	6	5	0	6	8	
"	1,075 " " 1,100	1	12	3	6	5	4	6	12	
"	1,100 " " 1,200	1	12	3	8	5	6	7	2	
"	1,200 " " 1,225	2	0	3	12	5	10	7	6	
"	1,225 " " 1,250	2	0	3	12	5	14	7	10	
"	1,250 " " 1,333	2	0	4	0	6	0	8	0	
"	1,333 " " 1,358	2	4	4	4	6	4	8	4	
"	1,358 " " 1,383	2	4	4	4	6	8	8	8	
"	1,383 " " 1,500	2	4	4	8	6	12	9	0	
"	1,500 " " 1,525	2	8	4	12	7	0	9	4	
"	1,525 " " 1,550	2	8	4	12	7	4	9	8	
"	1,550 " " 1,666	2	8	5	0	7	8	10	0	
"	1,666 " " 1,691	2	12	5	4	7	12	10	4	
"	1,691 " " 1,716	2	12	5	4	8	0	10	8	
"	1,716 " " 1,833	2	12	5	8	8	4	11	0	
"	1,833 " " 1,858	3	0	5	12	8	8	11	4	
"	1,858 " " 1,883	3	0	5	12	8	12	11	8	
"	1,883 " " 2,000	3	0	6	0	9	0	12	0	
"	2,000 " " 2,025	3	4	6	4	9	4	12	4	
"	2,025 " " 2,050	3	4	6	4	9	8	12	8	
"	2,050 " " 2,166	3	4	6	8	9	12	13	0	
"	2,166 " " 2,191	3	8	6	12	10	0	13	4	
"	2,191 " " 2,216	3	8	6	12	10	4	13	8	
"	2,216 " " 2,333	3	8	7	0	10	8	14	0	
"	2,333 " " 2,358	3	12	7	4	10	12	14	4	
"	2,358 " " 2,383	3	12	7	4	11	0	14	8	
"	2,383 " " 2,500	3	12	7	8	11	4	15	0	
"	2,500 " " 2,525	4	0	7	12	11	8	15	4	
"	2,525 " " 2,550	4	0	7	12	11	12	15	8	
"	2,550 " " 2,666	4	0	8	0	12	0	16	0	
"	2,666 " " 2,691	4	4	8	4	12	4	16	4	
"	2,691 " " 2,716	4	4	8	4	12	8	16	8	
"	2,716 " " 2,833	4	4	8	8	12	12	17	0	
"	2,833 " " 2,858	4	8	8	12	13	0	17	4	
"	2,858 " " 2,883	4	8	8	12	13	4	17	8	
"	2,883 " " 3,000	4	8	9	0	13	8	18	0	

The amounts entered in the respective columns.

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**Appendix C—contd.**

(e) Passengers' luggage, whether booked for conveyance by the same train in which the owner travels or not, shall be charged at the rates given in clause (d) by weight only; and when booked by sender to self, shall be charged upon the gross weight of the total number of packages.

(f) Excess luggage and parcels containing perishable or dangerous goods or human ashes shall be prepaid. The prepayment of parcels not containing perishable or dangerous goods or human ashes shall be optional.

Prepayment of freight on luggage and parcels. [A].  
[Reso. 81 and ap. Y of 1899 and Reso. 64 of 1900.]

(g) Parcels exceeding forty seers in weight or eight cubic feet in measurement shall be booked only if accommodation will allow.

Heavy or bulky parcels. [A].

(h) The charges for parcels and luggage shall be reckoned on the through distance as if it were one railway, with one minimum only, and shall be divided in mileage proportion.

[A].

(i) No charge shall be made to the public for the distance parcels are missent through the fault of another railway.

Missending of parcels. [A].

(j) When parcels or luggage are booked by one route and sent in error over another, the charges actually collected shall be divided upon the mileage over which the consignment is actually conveyed, provided that the railway which makes the error shall not receive in division more than the amount of its charge by the proper route—that is, that if in consequence of the error the consignment is carried a longer distance over the line which makes the error than it would have been if it had been sent by the proper route, the line which makes the error shall receive only its freight by the proper route, the balance collected being in that case divided between the other railways in mileage proportion.

Division of freight of parcels, luggage, etc., booked by one route and sent in error over another. [A].

*[The East Indian and Madras railways dissented from clause (h) of this Regulation.]*

Miscellaneous articles at parcel rates. [B]. 54.\* Unless under special arrangements between railways, the following shall be charged at parcel rates :—

(a) Plants and shrubs.

(b) Sporting ammunition and fog-signals, each package not exceeding twenty seers in weight, and loaded cartridges and percussion caps, without restriction as to weight. Not more than three packages shall be despatched in the same train.

(c) Perambulators, and jinrickshaws.

*Exception.*—The charge for an unpacked perambulator shall be as for two maunds, and that for an unpacked jinrickshaw with shaft detached shall be as for four maunds. If accompanying the owner as luggage at these weights, subject to the ordinary free allowance.

(d) Unpacked bicycles and tricycles shall be charged as for one maund and two maunds, respectively, and shall be carried at the sole risk of the owner. When accompanying the owner as luggage, they shall not be subject to the free allowance. They shall be carried at railway risk, packed, at parcel rates on actual weight, subject to a minimum as for one maund for bicycles and two maunds for tricycles.

[Reso. 13 of 1899 and Reso. 60 of 1900.]

(e) Puppies, cats, kittens, mongooses, ferrets, rabbits, monkeys, guinea-pigs, birds, and other small animals when in cages.

(f) Turkeys, geese, ducks, or other poultry, alive or dead, in hampers, baskets, or coops.

(g) Birds in hand.

(h) Dead poultry and small game, and when accompanying the owner as luggage.

\* *Vide Resolution No. 81 and appendix Y to the Proceedings of Railway Conference of 1899, except where otherwise specified.*

## Appendix C—contd.

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documents,

## (i) Dead wild animals.

[Reso. 64 of 1900]

(j) Human ashes, which shall be packed in air-tight cases.

55. Unless under special arrangements between railways, the following shall be carried at half parcel rates, subject to a minimum charge of two annas :—

Articles at half parcel rates, [B].  
[Reso. No. 81 and ap. Y of 1899.]

- (a) Fish, fruit, vegetables, bazar baskets, meat, and ice.
- (b) Betel and pan leaves, if carried by passenger train.
- (c) Commercial traveller's luggage, including packages of samples, by passenger train, no free allowance being given.
- (d) Cut flowers.
- (e) Newspapers.

56. Unless under special arrangements between railways, the following shall be carried at quarter parcel rates, subject to a minimum charge of two annas :—

Articles at quarter parcel rates.  
[B].  
[Reso. 81 and ap. Y of 1899.]

Ice blankets, numdahs, boxes, and other packages returned empty in which articles have been carried, at either parcel or half parcel rates.

SECTION II.—*Goods traffic.*

57. (a) The rate for low-priced horses, ponies, mules, donkeys, horned cattle, or other animals, except pigs, sheep, goats, wild animals, camels, or elephants, carried in vehicles other than horse-boxes, by goods or mixed trains, shall be as follows :—

Horses, etc. [B].  
[Reso. 81 and ap. Y of 1899.]

	RAILWAY RISK. Per truck per mile.	OWNER'S RISK. Per truck per mile.
Four animals and less . . . . .	4 annas.	3 annas.
More than four animals in one truck . . . . .	{ 8 pies for each additional animal.	{ 6 pies for each additional animal.

One attendant with each truck load shall be carried free.

(b) If the animals are sent at railway risk, the sender shall be required either to insure or to execute a risk note (Form F) limiting the railway liability to fifty rupees for each animal; if sent at owner's risk, the sender must execute a risk note on Form B.

SECTION III.—*Insurance.*

Goods and parcels. [B].  
[Reso. 81 and ap. Y of 1899.]

58. (a) The rates for insurance of goods, parcels, etc., shall be as follows :—

Articles.	Rate of insurance per cent. in rupees on declared value.
On art pottery and all articles made of glass, china, or marble.	Four annas per 100 miles or fraction of 100 miles.
Gold, silver, and all other excepted articles .	Two annas per 100 miles or fraction of 100 miles.

subject to a maximum of one per cent.

(b) The insurance shall, in no case, be less than two rupees for the whole distance.

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**Appendix C—contd.**

Animals [B.]  
[Reso. 81 and ap. Y of 1899.]

59. The rates for insurance of animals shall be as follows :—

Description of animals.	Rate for insurance per 100 miles or part of 100 miles.
Horses . . . . .	One per cent. on the excess value over Rs. 500 as declared.
Low-priced horses, ponies, donkeys, mules, cattle and camels.	One per cent. on the excess value over Rs. 50 as declared.
Dogs, sheep, pigs and goats . . . . .	One per cent. on the excess value over Rs. 10 as declared.

In no case shall the insurance charge be less than two rupees.

Method of calculating insurance  
charges. [A].  
[Reso. 81 and ap. Y of 1899.]

60. The charges for insurance prescribed in Regulations 58 and 59 shall be calculated on the total distance, shall be subject to one minimum, and shall be divided in mileage proportion.

Appendix C—contd.

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*Resolutions passed by the Railway Conference of 1900, which are not embodied in the Conference Regulations.*

That the scale of voting powers printed in appendix L of the Conference Proceedings of 1899, be adopted with the following revisions, on the basis of the traffic of 1899 :—

Resolution No. 2.

From	250 to	400 million freight ton-miles	7 votes.
Above	400 to	600 " " "	8 "
"	600 to	800 " " "	9 "
"	800 to	1,000 " " "	10 "
"	1,000 to	1,500 " " "	11 "
"	1,500	" " "	12 "

Where under the scale adopted, an increased voting power is due to any railway on the current or a subsequent year's traffic or mileage open, the increased voting power may be claimed by that line to have immediate effect.

The number of votes on mileage and freight ton-mileage to be in each case divided by two. In grand total all fractions to be reckoned as one.

That Resolution No. 51 as passed at the Conference of 1899 be now confirmed.  
It reads as follows :—

Resolution No. 3.

- (a) That subject to the reservation in clause (b) below, all regulations (except those fixing rates and fares to be enumerated in a list to be subsequently prepared and appended to the final proceedings of this Conference) carried at the Railway Conference by not less than two-thirds of the votes of the railways who vote, shall, subject to confirmation by the Government of India and the Boards of the several railways interested, be binding on all railways parties to the Conference Regulations.
- (b) That after the regulations passed at a Conference have been in operation for a period of six months, any railway or railways shall be at liberty, after giving six months' simultaneous notice to the Secretary to the Conference and all railways parties to the Conference, to withdraw from any regulation or regulations. This withdrawal shall only apply to transactions with the railway or railways giving the six months' notice.
- (c) That all railway administrations who are parties to the Railway Conference shall constitute a Standing Committee to decide on disputed questions arising out of Conference rules in force.
- (d) That railways having such disputes shall submit their cases to the Secretary of the Railway Conference, who shall circulate them to the aforesaid Standing Committee for opinion, and a decision carried by not less than two-thirds of the votes of such Committee shall have the force of a Conference Regulation.
- (e) That in case of the majority being less than as provided for in clause (d), the question as between the railways concerned shall, unless those railways by mutual consent accept the opinion of the majority of the Conference, be decided by arbitration.
- (f) That the scale of voting shall be that adopted at the Railway Conference immediately preceding the reference, subject to revision from time to time on account of alterations in mileage, etc.

Resolved that the statement\* showing the votes possessed by each delegate calculated on the basis agreed to in Resolution No. 2 be read and recorded.

Resolution No. 5.  
\*Vide below.

Scale for votes on mileage basis.

Not exceeding 250 miles . . . 1 vote.	Above 1,500 to 2,000 miles . . . 6 votes.
Above 250 to 500 " . . . 2 votes.	" 2,000 to 2,500 " . . . 7 "
" 500 to 750 " . . . 3 "	" 2,500 to 3,000 " . . . 8 "
" 750 to 1,000 " . . . 4 "	" 3,000 miles . . . 9 "
" 1,000 to 1,500 " . . . 5 "	

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**Appendix C—contd.**

*Scale for votes on freight ton-mileage basis.*

Not exceeding 10 million freight ton-miles . . . . .	1 vote.	Above 250 million to 400 million freight ton-miles . . . . .	7 votes.
Above 10 million to 50 million freight ton-miles . . . . .	2 votes.	Above 400 million to 600 million freight ton-miles . . . . .	8 "
Above 50 million to 100 million freight ton-miles . . . . .	3 "	Above 600 million to 800 million freight ton-miles . . . . .	9 "
Above 100 million to 150 million freight ton-miles . . . . .	4 "	Above 800 million to 1,000 million freight ton-miles . . . . .	10 "
Above 150 million to 200 million freight ton-miles . . . . .	5 "	Above 1,000 million to 1,500 million freight ton-miles . . . . .	11 "
Above 200 million to 250 million freight ton-miles . . . . .	6 "	Above 1,500 million freight ton-miles . . . . .	12 "

Railway.	Mileage, open and under construction, on the 31st December 1899.	Half number of votes on mileage basis.	Actual freight ton-mileage for 1899.	Half number of votes on freight ton-mileage basis.	Total number of votes for each delegate.
East Indian . . . . .	2,253½	3½	1,941,958,431	6	10
North-Western . . . . .	3,762½	4½	942,182,580	5	10
Bombay, Baroda and Central India . . . . .	2,883½	4	915,825,308	5	9
Bengal and North-Western . . . . .	1,336½	2½	165,120,535	2½	} 8
Rohilkund and Kumaon . . . . .	285	1	28,377,217	1	
Bengal Dooars . . . . .	153	½	1,032,780	½	
Great Indian Peninsula . . . . .	1,560½	3	790,200,469	4½	8
Eastern Bengal . . . . .	1,048½	2½	237,724,111	3	} 7
Calcutta Port Commissioners' . . . . .	8½	½	1,006,686	½	
Southern Mahratta . . . . .	1,592½	3	177,254,853	2½	6
Bengal-Nagpur . . . . .	1,399	2½	240,417,180	3	6
Oudh and Rohilkhand . . . . .	1,149½	2½	222,274,119	3	6
Indian Midland . . . . .	1,238½	2½	169,174,112	2½	5
Madras . . . . .	996	2	177,597,604	2½	5
South Indian . . . . .	1,313	2½	116,545,035	2	5
His Highness the Nizam's Guaranteed State . . . . .	735½	1½	125,594,486	2	4
East Coast . . . . .	807½	2	102,637,439	2	4
Assam-Bengal . . . . .	735½	1½	37,427,040	1	3

That rule 4\* stand as it is for the following reasons:—

- (i) The existing rule appears to the Conference to provide sufficient precautions for the working of the train following system and no apparent necessity has been shown to exist for the proposed alteration.

Resolution No. 6.

- (ii) It would be difficult for the first clause of the new rule to be complied with as the staff at a station or signal box cannot always assure the driver of a train that the line on which he is to travel is "absolutely clear of trains and all other known impediments," and such an assurance, if given, might cause misapprehension. Riding and material trolleys can at any time be placed on the line between stations.

\*Of the General Rules for open lines.



## Appendix C—contd.

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(iii) With regard to the proposed new rule (ii) (a), the alteration, if made, would have to be adopted by all railways to which the General Rules have been applied, including some branch or light railways worked on the "train staff and ticket system," where telegraph lines have not been constructed and no communication exists that would enable one station to ascertain that there is a clear line in the station yard ahead for the reception of the *preceding* train.

(iv) Rule (ii) (b) would preclude a *following* train being started, although the necessity may only arise after one train has actually left the station and before it has reached the next; while such a rule would have a tendency to cause the train staff with the first train to neglect to carry out the rules for the protection of trains stopped between stations, if according to their time they supposed a *following* train was not due at that spot, which might cause an accident.

Resolution No. 7. That clause (b) of rule 102 read as follows :—

Main signal at "danger." 102. When a main signal is at "danger" or "on," then—

(a) if it is placed at a junction, no driver of a train to which such signal applies, shall take the train past the signal, and

(b) in any other case, no driver of a train shall take the train past the signal or allow the train to foul the points to which the signal applies, unless the train is brought to a stand and then signalled past by hand by a railway servant appointed in this behalf by an authorized officer.

That the proposed new rule 180 be rejected, and the amalgamation of rules 181 and 182 be not carried into effect, for the following

Resolution No. 8. reasons :—

(i) The general application of the use of lighted fusees as signals is considered to be somewhat premature in this country, but if any railway administration can be induced to try what is at present an experimental procedure, there is nothing in the General Rules to prevent such railway issuing the instructions to its staff as a subsidiary rule, and when its value under the varying conditions prevailing in India has been proved on several railways the rule might be introduced generally.

(ii) In a dry part of India the lighted fusee might set fire to valuable jungle and timber. In other parts where jungle fires all along the line are constantly burning, a driver might omit to see the fusee or he might take the lighted jungle to be a fusee light and stop his train thereby causing loss of time and detention. In a wet district or during the monsoon, the fusee would be very likely to be extinguished by falling into water or by heavy rain.

That demurrage is leviable on wagons sent by special arrangement for back loading a particular class of traffic; but the Conference

Resolution No. 9.

recognises the difficulty which exists in the coal traffic, and therefore in the case of this traffic only, considers the payment specified in 16 (c) should be calculated at twice instead of four times the hire specified in Regulation 14 (a).

Resolution No. 10.

That Rules 13 and 14 of Conference Regulations remain unaltered in regard to vehicles not fitted with vacuum brake.

That the consideration of Question No. 16 of the present Conference, so far as standard gauge goods stock is concerned, be not further

Resolution No. 12.

proceeded with at present, it being impossible owing to the abnormal nature of the past season's traffic, to say, so far, what has been the result of the working of the new rule; and that the matter be reconsidered a year hence, either in full Conference or by the Standing Committee.

The object being to ascertain what the return was on wagons sent to a foreign line under the old rules as compared with that under the new; also whether the time wagons were absent was greater under the old or new rules, it is proposed that actual statistics be taken out

Resolution No. 14.

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for the months of April 1899 and 1901 (1) under the old rules, (2) under the new rules, and be submitted by all railways parties to the Conference to the Secretary, Railway Conference, not later than 1st August 1901, short and long distance traffic, that is, under and over 100 miles being separately dealt with, and that a Sub-Committee composed of Messrs. Lightfoot, Dunsterville and Dwane be appointed and requested to draw up a form for the approval of the Conference, in which the required information can be recorded.

That when empties are hauled over an intermediate railway in transit to another for purposes other than back loading, the charge for the haulage is a matter for mutual arrangements between railways, but in the opinion of the Conference not more than two annas per standard gauge vehicle and  $1\frac{1}{2}$  annas per metre gauge vehicle per mile should be charged.

Resolution No. 15.

That the rates proposed in paragraph 3 of the note by the Secretary of the Railway Conference, Question No. 32, as accepted by the East Indian Railway, *vis* :—

Resolution No. 16.

I.—For a special train of not more than nine ordinary coaching vehicles, including two brake-vans, to be used for luggage, the minimum charge shall be Rs. 3 per mile with a minimum total charge of Rs. 200;

II.—That a bogie carriage shall be reckoned as two ordinary vehicles;

III.—That an additional charge shall be made of 6 annas per mile for each ordinary vehicle and 8 annas per mile for each bogie carriage in excess of nine;

IV.—That for an additional engine, there shall be further charge of Rs. 2-8-0 per mile;

be recommended for adoption for the standard gauge in the case of the officials\* referred to in paragraphs 2 and 7 of the same note (but not Native Chiefs) and the following rates be adopted for the metre gauge :—

\*High officials of Government.

I.—For a special train of not more than nine ordinary coaching vehicles, including two brake-vans, to be used for luggage, the minimum charge shall be Rs. 2 per mile with a minimum total charge of Rs. 150;

II.—That a bogie carriage shall be reckoned as two ordinary vehicles;

III.—That an additional charge shall be made of 4 annas per mile for each ordinary vehicle and 6 annas per mile for each bogie carriage in excess of nine;

IV.—That for an additional engine there shall be further charge of Rs. 2-0-0 per mile;

and that the existing demurrage charges for detentions and stoppages *en route* and empty haulage charges as laid down in paragraph 1 of Government of India Circular No. 7 Railway of 5th September 1894, be adhered to.

That the attention of the Government of India be invited to the following proposal by Mr. A. Muirhead, recorded as No. XXII of the proceedings of Committee No. 1 of 17th September 1900.

Resolution No. 17.

That the Committee venture to hope, as such low rates have been recommended for the officials concerned, that they will further the public and the railway convenience by travelling by special train whenever practicable.

Resolution No. 18.

That the *N.B.* paragraph to Regulation 7 does apply to both coaching and goods stock.

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Resolution No. 19.

That the existing Regulation No. 7 stand as it is with the omission of the *N. B.* paragraph.

That it is unnecessary to fix any limit of time within which audit adjustments of through traffic accounts may be made.

Resolution No. 21.

That under Regulation 37 it may happen that the railways owning the booked route may be entitled to a larger share of a fare than they would have earned if they had actually carried the passenger by the booked route.

Resolution No. 23.

That the rule, as it stands, is perfectly clear, and no modification would make it clearer.

The following example illustrating the working of the regulation should, however, be added :—

A 3rd class passenger from Howrah is booked to Lucknow, by way of the Oudh and Rohilkhand railway, from Moghal Sarai; fare over the Oudh and Rohilkhand railway being Rs. 2-9-0. He is carried from Moghal Sarai to Cawnpore by way of the East Indian railway and from Cawnpore to Lucknow by the Oudh and Rohilkhand railway.

The fare from Moghal Sarai to Cawnpore is Rs. 2-13-0 (E. I. Ry.); the fare from Cawnpore to Lucknow is Rs. 0-10-0 (O. & R. Ry.)

The Oudh and Rohilkhand railway should receive the original fare from Moghal Sarai to Lucknow, Rs. 2-9-0, and the fare from Cawnpore to Lucknow, Rs. 0-10-0, the latter being debited to joint station expenses at Moghal Sarai; and the East Indian railway should receive the fare from Moghal Sarai to Cawnpore, Rs. 2-13-0, debitable to joint station expenses at Moghal Sarai.

That the remission of wharfage charges on goods and parcels traffic at joint stations shall be made entirely at the discretion of the railway working the junction, the railway or railways working into the junction having equally the right to remit wharfage on its or their, own consignments.

Resolution No. 24.

Resolution No. 25.

That the following be added as clause (c) to Resolution No. 44 of the Railway Conference of 1899 :—

(c) That in the case of three or more railways working into a junction, the net amount after deduction of the suitable proportion (as agreed upon by the railways concerned) of the working expenses to meet the passing traffic, be divided in the proportion of weight of the interchanged and local traffic of each railway using the junction.

Resolution No. 26.

That no action be taken on the following issue as set forth on the papers on this Question\* :—

(1) Whether the Government of India should be moved to empower railways to prefer claims for the recovery of under charges on consignments, delivery of which has been taken on payment of the freight demanded, within such a period as is merely sufficient for the audit office to check charges.

Resolution No. 26.

That Regulation 3 (d) remain as it is.

\* Question No. 26 (Power of railway administrations to recover undercharges).

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**Appendix C—contd.**

That a yearly Conference be held with a paid Secretary and office staff; that the latter have their head-quarters at Simla, but that the Conference be held each year at such place as may be determined on at the previous Conference.

Resolution No. 37.

That the administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers. The approximate cost is believed to be about Rs. 260 per vote per annum.

Resolution No. 38.

That this Conference is of opinion that the recommendations contained in Resolution No. 30 of the last Conference should be carried out in their entirety before the practicability of establishing a Central Clearing House or District Clearing Houses can be demonstrated, and that it is most important that the officer deputed should be able to visit the principal railways in India to investigate the various questions and confer with the officers of each railway before forming his conclusions.

Resolution No. 40.

That Conference Regulation 19 (e) stand as it is.

Resolution No. 41.

That Regulation 21 (a) stand as it is without addition.

Resolution No. 42.

That the Government of India be moved to suggest to Inspecting Officers that in most cases it would suffice to hold one formal annual inspection at which they should be accompanied by representatives of the railway, it being open to an Inspecting Officer to hold other inspections at his discretion and convenience.

Resolution No. 43.

That issue (a), which runs as follows—

Resolution No. 44.

(a) If a railway refuse to accept a claim made under a binding Conference Regulation, should the case be referred to the Standing Committee? and if not, what procedure should be adopted?

is governed by Resolution 51 (c) and (d) of the Conference Proceedings of 1899; and that in regard to issue (b), which reads as under—

(b) May a railway refuse to settle a claim which, it admits is just *under a binding Conference Regulation* by attempting to set off against it a disputed claim *not* made under a Conference Rule?

The reply is *no*.

That paragraph 8 (a) of schedule C to Government of India Circular No. 8 Ry., dated 4th May 1895, should be modified so as to read as follows:—

Resolution No. 45.

The loading of the wagons should actually be done by the sender, but that the forwarding railway should, except in cases when the loading is done at a private siding at a distance from the railway goods shed, supervise the loading and should be held responsible that only one wagon of a consignment is lightly loaded, and that this wagon as containing the balance of a consignment should not be charged on the carrying capacity of the wagon but on the minimum agreed to. Also that when a consignment is despatched on which a minimum charge per wagon is made, the sender's acceptance of this charge should be taken on the forwarding note; further that the minimum weight for charge for a standard gauge wagon be 150 maunds and for a metre gauge wagon 100 maunds.

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documents.

That, in the opinion of the Conference, schedule C to Government of India Circular No. 8 Ry., dated 4th May 1895, does not empower any Railway company that has adopted that schedule to levy a short distance charge in the case of railway materials and stores, excluding coal, carried for foreign railways, and that no modification of paragraph 7 of the schedule is necessary or desirable in this respect.

Resolution No. 46.

That the Government of India be moved to declare that the rates laid down in schedule C to Government of India Circular No. 8 Ry., dated 4th May 1895, are at "owner's risk."

Resolution No. 47.

That Government be moved to reconsider schedules B and C of Circular No. 8 Ry., dated 4th May 1895, with a view to modification.

Resolution No. 48.

That no further action be taken regarding this question.\*

Resolution No. 49.

That Regulation 28 be cancelled.

Resolution No. 51.

That the following procedure be followed in the case of overcharges claimed and unclaimed :—

Resolution No. 54.

## (i) Unclaimed overcharges.

- (a) Overcharges, either coaching or goods, amounting to not less than Rs. 5, shall be refunded, if discovered not later than six months after the money has been collected, provided the identity of the party to whom the money is due can be established.

Such refunds shall only be made by the railway which collects the money to the person who paid the money, or his order, and the procedure described in paragraph (ii) shall be followed in making the refund. Claimants to these refunds shall be required to establish their claims.

- (b) To meet the cases of large and well known firms, it may be arranged that such firms as are prepared to sign an undertaking to pay undercharges after delivery shall also be allowed to include in the same agreement an undertaking by the railway to refund all overcharges as soon as discovered; the limit of time being six months in either case.

## (ii) Refunds claimed by the public.

- (a) When a claim for refund, either coaching or goods, is established, the railway which made the collection shall check the claim, and, if due, prepare the overcharge sheet. On certification of the overcharge sheet by its own audit office on behalf of all railways connected with the transaction, the refund shall be at once made to the party concerned, the overcharge sheet being subsequently sent, if necessary, to the several audit and traffic offices concerned for post audit.

- (b) The railway which collected the money shall be the only railway competent to make a refund under these circumstances. Applications for refunds, if received by the other railway or railways parties to the transaction, shall be forwarded to the railway which is entitled to make the refund for disposal and the claimant advised. If by an error, more is refunded, in any case, in the proportion of any railway or railways; than is actually due, the loss shall be shared in mileage proportion between all the railways concerned.

- (c) All items not disbursed after the expiry of a period of six months from the date of discovery shall be credited to the railway or railways in whose proportion the overcharge occurred.

\* Question No. 5 (Reweighment of coal at junctions, etc.).

## (iii) Legalising transactions.

In recommending these proposals for the consideration of Government and the Boards of the several railways, the Government of India should be moved to empower railways to prefer and recover claims for under-charges due to them within a period of six months : also to legalise the railways being released from all liability in respect to any amount they refund to the best of their knowledge.

That the Conference recommend to Government the desirability of adopting on all railways the forms\* A and B as printed.

Resolution No. 55.

That the consideration of Question No. 2 relating to the introduction of a cooly class on Indian railways be deferred.

Resolution No. 56.

That paragraph 1 against item 4 of appendix P to the Proceedings of the Railway Conference of 1899 should read as follows :—

Resolution No. 57.

When in parties of not less than 4, which number may, in the case of children, include attendants in charge (one person for each party), shall be allowed to travel in the next higher class to that for which they pay fares, and 3rd class for half the third class fare, on production of a certificate signed by the Head Master or Mistress or Principal of the school or college to which they belong. Children under 12 and above 3 years of age to be charged half the concession fares. Return tickets are not granted. Each party must travel together in the same train, but not necessarily in the same class of carriage. The number of the party may be increased or decreased *en route*, provided the number does not at any time fall short of the minimum of 4.

Resolution No. 58. That the answer to issue No. (i) which runs as follows—

(i) Is the Great Indian Peninsula railway bound by the Conference Regulations in regard to the notifying of rates while the other route is not so bound ?  
is that the Great Indian Peninsula railway is not bound by Conference Regulations.

(1) That Conference Rule 32 does not prohibit immediate replies being made to competitive rates quoted by railways or combined steamer and railway routes which are not parties to the Conference, and railways parties to the Conference through-booking with such outside routes shall, for the information of all railway parties to the Conference, immediately furnish sufficient information to all railways interested to enable replies to be furnished.

Resolution No. 59.

(2) Also that railways so booking with outside routes should, as far as possible, endeavour to make them conform with Rule 32, but nothing in the Railway Conference Rules is intended to make a railway surrender its natural advantages connected with a sea or river route.

That the question as to the charges for the carriage of Circus troupes is one for special arrangement as traffic offers, and that item 1 of appendix P to the Conference Proceedings of 1899 be amended accordingly.

Resolution No. 61.

That item 13 of appendix P to the Conference Proceedings of 1899 be amended to read as follows :—

Resolution No. 62.

That ministers and missionaries, if not less than four in number, shall be allowed to travel first class on payment of second class fare and second class on payment of the next lower class fare, when travelling on business connected with the order or society to which they belong, if provided with a certificate to that effect from the Secretary or other recognized managing official of the society.

\* Forms of warrant for special trains and accommodation by ordinary trains for high officials. Not printed, *vide* pages xlix—li of appendix K to the Proceedings of the Railway Conference of 1900.

## Appendix C—concl'd.

Appendix C.  
Important  
documents.

That the Government of India be asked to require the Postal Department to declare the contents of mail bags carried under the weighment system when containing treasure, and to pay freight on them at the special rates quoted for Government treasure.

Resolution No. 63.

That the rules as printed at pages lxxxii and lxxxiii of the Proceedings of the Railway Conference of 1899 may apply to open line employes temporarily employed on construction, but not to additional staff specially engaged for construction purposes.

Resolution No. 65.

That, subject to the exception made in favour of open line men temporarily employed, privilege tickets cannot be granted to employes on construction, the police, postal, telegraph or any department other than employes actually engaged on a railway and paid in full by the railway administration.

That the railways, while recognizing the defects complained of, would beg to be allowed to state that the matter is constantly under enquiry and will continue to receive attention; also that all practical precautions possible have, as far as the railways are aware, been adopted. They will, however, welcome any practical suggestion which will tend to improvement, and further suggest that Government be asked to refer the question to the Committee of Locomotive and Carriage Superintendents, which, it is understood, will shortly assemble, for special report; also to appoint a special Committee of experts to consider the question and to offer a suitable reward for the best means of preventing thefts from wagons.

Resolution No. 66.

That in lieu of the coupon suggested in paragraph 8 of appendix U of Conference

Resolution No. 67.

000	Bombay TO POONA.	SECOND CLASS Rs. 7-8-0.	Return coupon. (Not transferable. To be exchanged for a second class ticket within six months.	Poona to Bombay. No.	000
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Proceedings of 1899, *vide* Resolution 70, a ticket, as per specimen on the margin, might be adopted.

That Messrs. Thomas Cook & Son be asked to draw up a list of tours they would propose for adoption, and to submit them to the Secretary of the Railway Conference for circulation to the Standing Committee, this Conference being of opinion that they may be able to agree to Messrs. Thomas Cook & Son's terms\* as regards such tours as may be acceptable, provided that it can be shewn that the proposals will not interfere with existing traffic, and that it is clearly understood that the object of the proposal is to develop a new traffic.

Resolution No. 68.

That the draft† of a uniform set of leave rules, the whole or any portion of which may be adopted by Indian railways, as formulated by Sub-Committee and approved of by Committee No. 2, be approved of by this Conference and submitted for the favourable consideration of the Government of India and the Boards of Directors of the different railways.

Resolution No. 69.

That the form‡ be adopted subject to such modifications as may be agreed upon subsequently by the members of the Sub-Committee after any reference found necessary by the auditors of the several railways concerned and made direct to either Messrs. Dwane, Dunsterville or Lightfoot at their respective head-quarters. Any railway not communicating with the Sub-Committee before January 1st will be considered as having no objection, and in case of any railway disagreeing with Sub-Committee the form will be referred by them to the standing Committee, who must reply within two months.

Resolution No. 70.

Resolution No. 71.

That the rules as passed by this Conference be given effect to from 1st January 1901.

\* Not printed, *vide* appendix L to the Proceedings of the Railway Conference of 1900.

† Not printed, *vide* annexure No. 1, appendix K to the Proceedings of the Railway Conference of 1900.

‡ Referred to in Resolution No. 14. Not printed, *vide* annexure No. 2 appendix K to the Proceedings of the Railway Conference of 1900.





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**APPENDICES**  
**of**  
**CONTRACTS.**

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## APPENDIX D.

**This Indenture**, made the 21st day of December 1900, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and the GREAT INDIAN PENINSULA RAILWAY COMPANY (hereinafter called "the company"), incorporated by an Act of Parliament passed in the session of the 12th and 13th years of the reign of Her present Majesty, intituled "An Act for incorporating the Great Indian Peninsula Railway Company and for other purposes connected therewith," of the other part.

WHEREAS it has been agreed between the parties hereto that the Company shall maintain, manage, and work the Great Indian Peninsula Railway system (as herein-after defined) and the Indian Midland Railway system (as hereinafter defined) during the period and on the terms herein after mentioned.

AND WHEREAS it has been further agreed that the receipts and expenditure of the undertaking (as hereinafter defined) on and after the 1st July 1900, and the accounts relating thereto, shall as from that date be dealt with and kept in manner hereinafter appearing as though the Company had been in possession of and working the undertaking on and from that date.

AND WHEREAS by a contract dated the 2nd day of October 1885, and made between the Secretary of State of the one part and the Indian Midland Railway Company, Limited, of the other part, the Secretary of State agreed during the continuance of that contract to pay to the Indian Midland Railway Company, Limited, out of the revenues of India, interest at the rate of 4 per cent. per annum on a sum of 3,000,000*l.*, which has been raised by the issue by such last-mentioned Company of a share capital for the nominal amount of 3,000,000*l.*

AND WHEREAS in exercise of the powers in that behalf conferred upon the Company by the Great Indian Peninsula Railway Purchase Act, 1900, hereinafter called the Act of 1900, and for the purposes of this Contract, the Company are about to issue a new share or stock capital for the nominal amount of 2,575,000*l.*, and of such new capital a total nominal value of 1,750,000*l.* is to be issued as fully paid up in exchange for 67,047*l.* 17*s.* 9*d.*, part of the annuity payable by the Secretary of State out of the revenues of India, as mentioned in the said Act of 1900, and a total nominal value of 825,000*l.*, being the remainder of such new capital, is to be issued as fully paid up in exchange for stock of the Indian Midland Railway Company, Limited, of the total nominal value of 7,50,000*l.*, such exchange being at the rate of 110*l.* of the new capital of the Company for every 100*l.* of the stock of the Indian Midland Railway Company, Limited.

AND WHEREAS the Secretary of State may require the Company hereafter to issue the further share or stock capital as fully paid up in exchange for all or part of the remainder of the said stock of the Indian Midland Railway Company, Limited.

AND WHEREAS it has been agreed that, as part of the consideration for the covenants by the Secretary of State hereinafter contained, the Company shall surrender or transfer or cause to be surrendered or transferred to the Secretary of State, or as he may direct, all such part of the said annuity and all such stock of the Indian Midland Railway Company, Limited, as shall be exchanged for shares or stock in the new share capital of the Company as aforesaid.

NOW THIS INDENTURE WITNESSETH, that in pursuance of the powers in this behalf conferred upon the Company by the said Act of 1900, and of every other power in this behalf them thereunto enabling, it is hereby agreed and declared as follows :—

*Interpretation of Terms.*

## 1. In this Contract—

The expression "Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means the Great Indian Peninsula Railway Company.

The expression "the Great Indian Peninsula Railway system" means the railways and works of whatever description forming the undertaking

Appendix D—*contd.*Appendix D.  
Contracts.

known as the Great Indian Peninsula Railway on the 30th day of June 1900, together with all State railways then or since worked by the Company, except the branch line in Berar, and the works of whatever description thereto belonging, and (without in any way limiting the generality of the preceding definition) shall include the main line of the Great Indian Peninsula Railway and all branches and extensions forming an integral part of that railway.

The expression "the Indian Midland Railway system" means the railways and works of whatever description forming the undertaking of the Indian Midland Railway Company, Limited, on the 30th day of June 1900, and all other railways, including subsidiary lines (with the works belonging thereto), then or since worked by the Indian Midland Railway Company, Limited, as part of their undertaking or in connection therewith, and (without in any way limiting the generality of the preceding definition) shall include the main line of the Indian Midland Railway and all branches and extensions forming an integral part thereof, and worked under the said contract of the 2nd of October 1885, and the subsidiary lines mentioned in the Schedule hereto.

The expression "the undertaking" means the Great Indian Peninsula Railway system and the Indian Midland Railway system, or such part thereof respectively as shall be handed over to the Company for the purposes of this Contract, together with any improvements, alterations, or additions of whatever description that may from time to time be made therein or thereto by or with the sanction of the Secretary of State.

*Duration of Contract.*

2. This Contract shall continue in force for the period of 25 years from the 1st day of July 1900.

*As to the new Capital of the Company and interest thereon.*

3.—(1) The Company shall forthwith create and issue a new share or stock capital of 2,575,000*l.* and of such new capital a total nominal value of 1,750,000*l.* shall be issued by the Company as fully paid up in exchange for 67,047*l.* 17*s.* 9*d.*, part of the annuity payable by the Secretary of State as mentioned in the said Act of 1900, and the remainder of such new capital, being of the total nominal value of 825,000*l.*, shall be issued by the Company as fully paid up in exchange for stock of Indian Midland Railway Company, Limited, of the total nominal value of 750,000*l.* such exchange being at the rate of 110*l.* of the Company's new capital for every 100*l.* of the stock of the said Indian Midland Railway Company, Limited.

(2) The Company shall not, during the continuance of this Contract, without the sanction of the Secretary of State, create and issue any further share or stock capital.

(3) The Company shall from time to time, if and when required so to do by the Secretary of State, increase its new capital by the creation of such further number of shares or amount of stock of such value as the Secretary of State may from time to time prescribe, and shall issue such shares or stock as fully paid up in exchange (at a rate to be agreed upon between the Secretary of State and the shareholders of the Indian Midland Railway Company, Limited) for all or any of the new existing stock of the Indian Midland Railway Company, Limited, which shall not have been previously exchanged for shares in the Company's new capital.

(4) The Company shall, on or forthwith after the issue of any shares or stock in their new capital, at their own cost surrender or transfer or cause to be surrendered or transferred to the Secretary of State, or as he shall direct, all such part or parts of the said annuity payable under the said Act of 1900, and all such stock of the Indian Midland Railway Company, Limited, as shall be exchanged for the shares or stock in the Company's new capital as aforesaid. For the purpose of contribution to the pensions mentioned in sections 56 and 57 of the Act of 1900, but not otherwise such part or parts of the said annuity as shall be so surrendered or transferred shall be deemed to be unclaimed annuities within the meaning of section 65 of the said Act.

4. During the continuance of this Contract the Secretary of State shall, out of the revenues of India, pay to the Company in London half-yearly, on the 1st day of

January and the 1st day of July, interest at the rate of 3 per cent. per annum, calculated to the 31st day of December and the 30th day of June respectively, on the amount for the time being paid up or credited as paid up on the shares or stock in the new capital of the Company which shall for the time being have been issued in pursuance or for the purposes of this Contract with the sanction of the Secretary of State, and the first of such payments shall be made on the 1st day of January 1901.

*As to the Undertaking to be transferred to the Company and matters connected therewith.*

5. The Secretary of State shall subject to the proviso hereinafter contained as soon hereafter as may be reasonably possible, hand over to the Company, for the purposes of this Contract, the Great Indian Peninsula Railway system and the Indian Midland Railway system together with the rolling-stock, plant, and machinery belonging thereto, and all telegraphic machinery, works, instruments, and appliances (other than and except telegraph wires) then used by the Company or the Indian Midland Railway Company, Limited, for the purpose of their respective systems. Provided always, that the Secretary of State shall be under no obligation to hand over to the Company any subsidiary line forming part of either of the said systems, which belongs to or passes through any native State, or the rolling-stock, plant, or machinery belonging thereto, or the telegraphic machinery, works, instruments, or appliances appropriated thereto, unless and until all such arrangements (if any) have been made with the native State to whom such line belongs or through whose territory it passes, as in the opinion of the Secretary of State may be necessary or desirable to enable him to hand over to and authorise the Company to work such line. The Secretary of State shall endeavour and use his best interest with all such native States as aforesaid to make with them all such arrangements as in his opinion may be necessary or desirable for the purposes aforesaid.

6. So soon hereafter as may be reasonably possible, the Secretary of State shall deliver to the Company, and the Company shall accept for the purposes of the undertaking, all stores belonging to the Great Indian Peninsula Railway system and to the Indian Midland Railway system that may be in hand or in course of delivery, except such as on the representation of the Company, to be made in writing on or before the 30th day of April 1901, the Secretary of State may adjudge to be unserviceable or surplus stores, and except such (if any) as may belong to any subsidiary line belonging to or passing through a native State which the Secretary of State shall not then hand over to the Company, and such last-mentioned stores (if any) shall be handed over to and accepted by the Company when the subsidiary line to which they belong is handed over to the Company.

7. During the continuance of this Contract the Secretary of State shall provide and allow the Company to use such telegraph wires as the Company shall, with the sanction of the Secretary of State, from time to time require for the purposes of the undertaking, shall maintain the said wires in good repair and good working condition; and the Company shall maintain all such telegraphic machinery, works, instruments, and appliances as shall be handed over to them as aforesaid in good repair and good working condition, and shall provide and maintain in the like repair and condition all such additional telegraphic machinery, works, instruments, and appliances (other than wires) as the Company shall with the sanction of the Secretary of State from time to time require for the purposes of the undertaking. The working of the said telegraphs shall be exclusively in the hands of the Company, but the Company, if so directed by the Secretary of State, shall observe the rules for the time being in force in the case of State Railway Telegraphs or such of the said rules as the Secretary of State may from time to time prescribe for their observance, and the Company shall furnish the Secretary of State with such free passes as he may require for persons employed by him in or about the erection, maintenance, or inspection of the said telegraphic wires and telegraph works, machinery, instruments and appliances, or otherwise in connection therewith.

8. If the section of the Great Indian Peninsula Railway between Wadi and Raichur shall be part of the undertaking handed over to the Company, the Secretary of State may at any time require the Company to retransfer such section to him, and the Company shall not claim any compensation in respect of such retransfer. From and after such retransfer the said section shall cease for the purposes of this Contract to be part of the undertaking or of the Great Indian Peninsula Railway system.

9. As soon hereafter as may be reasonably possible, an inventory of the undertaking, and an inventory and valuation of the rolling-stock, plant, and machinery belonging thereto, as on the 1st of July 1900, shall be made and signed by or on behalf of the Secretary of State and the Company, the valuation, being based on the sums outstanding on that day in the respective capital accounts of the Company and of the Indian Midland Railway Company, Limited.

*As to the Maintenance and Management of the Undertaking.*

10. The Company shall keep the undertaking in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery to the satisfaction of the Secretary of State. If the Company shall fail for the space of one calendar month to comply with any requirement in writing of the Secretary of State in regard to the matters aforesaid or any of them, the Secretary of State may enter on the undertaking and execute all such works and provide all such rolling-stock, plant, and machinery as may in his opinion be required for the purposes of the undertaking.

11. The Company shall keep the rolling-stock, plant, and machinery belonging to the undertaking in good repair and in good working condition to the satisfaction of Secretary of State.

12. The Company shall maintain a sufficient staff for the purposes of the undertaking of the satisfaction of the Secretary of State.

13. The Secretary of State may from time to time by notice in writing require the Company to carry out any alteration or improvement in the undertaking or any addition thereto that may in his opinion be necessary for the safety of passengers or for the safety of the public, or for the effectual working of the undertaking, or for the accommodation of the traffic of any railways now or hereafter having junctions with any railway forming part of the undertaking. Such notice shall specify the alteration, improvement, or addition required, and shall also in general terms describe the works to be executed for the purpose of carrying out such alteration, improvement, or addition. On receiving any such notice the Company shall with all reasonable speed commence and proceed to execute the works described therein, the Secretary of State supplying the necessary funds and providing at the cost of the Company any land that may be required for the purpose. If in any case the Company shall neglect to proceed with the proposed works or fail to complete the same to the satisfaction of the Secretary of State, the Secretary of State may enter on the undertaking and execute the said works.

14. The Secretary of State shall provide and maintain, for the purposes of the undertaking, such a force of police as the Company, with the approval of the Secretary of State, shall from time to time require, with this qualification, that in case of difference between the Secretary of State and the Company as to the force required for the preservation of law and order, the determination of the question shall rest with the Secretary of State. The cost of providing and maintaining the force of police required for the purposes of the undertaking shall be taken to be, as from time to time stated by the Secretary of State, and shall be defrayed in the following manner: that is to say, three-tenths shall be borne by the Secretary of State, and the remaining seven-tenths shall be treated as part of the working expenses of the undertaking.

*As to the use and working of the Undertaking, and the conveyance of Traffic.*

15. The Company shall cause to be run so many trains, at such times, at such rates of speed, between such places and with such conveniences and accommodations as the Secretary of State shall from time to time require.

16.—(1) The Secretary of State shall from time to time authorise maximum and minimum rates within which the Company shall be entitled to charge the public for services rendered by way of or in connection with the conveyance of passengers or goods on the undertaking, and shall prescribe the several clauses and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the maxima and minima so authorised, the Company may vary the said rates in respect of the distance or weight or special conditions under which such conveyance takes place or services are rendered.

(2) The Secretary of State shall give the Company not less than three months' previous notice in writing of his intention to make any change in the rates or classification so authorised and prescribed, and unless the Company shall assent to such change, it shall not be operative until the expiry of the said notice. Provided that when the Secretary of State shall declare that a change is necessary to meet a public emergency it shall suffice for him to give such shorter notice as he shall consider reasonable.

(3) In making charges to the public for services under this section, the Company shall not, without the special sanction of the Secretary of State, calculate the same otherwise than in accordance with the rates authorised in the manner herein prescribed, or make any reduction by rebate or otherwise that will have the effect of bringing any rate actually paid below the minimum authorised in the manner herein stated. The term "goods" shall, as regards this section, include everything conveyed on the undertaking, passengers only excepted.

17. The Secretary of State may from time to time require the Company to carry out any alteration or improvement in the working of the undertaking that may in his opinion be necessary for the safety of passengers, or for the safety of the public, or for the effectual working of the undertaking.

18. All services which the Secretary of State may require the Company to perform for the Post Office, the Military Department, the Police Department, or any other Department of the State, or for high Government officials (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in India, the conveyance of Post Office servants when on duty, the conveyance of troops and sailors, military and naval establishments, horses, and other animals used for military purposes, guns, military stores and equipments, the conveyance of police, prisoners, and paupers, the conveyance of telegraph stores, instruments, officers, and workmen, and of any public stores whatever), shall be performed by the Company on the same general conditions as may for the time being be in force on State Railways, and at such rates as may be approved by the Secretary of State, not being less than the rates in force for the time being for similar services on State Railways of the same gauge.

19. If and whenever during the continuance of the Contract dated the 18th March 1890, and made between the Secretary of State and the Indian Midland Railway Company, Limited, His Highness the Maharajah of Gwalior for the time being desires to travel over or upon that part of the Indian Midland Railway system known as the Sindia State Railway, or any part thereof, after the same shall have been handed over to the Company, the Company shall provide free of cost for the Maharajah and his suite all or such as shall be required of the following accommodation (that is to say), one first-class carriage, one second-class carriage, one third class carriage and one luggage van, with all necessary and proper attendants.

20. The Company shall convey gold and silver bullion and coin and copper coin belonging to the Government of India and the persons in charge thereof at special rates, to be from time to time approved by the Secretary of State.

21. The Company shall from time to time, upon the requisition of the Secretary of State, give precedence to the demands of the Government, whether for freight or passenger accommodation, over all ordinary traffic.

22. All stores intended to be used for the purposes of the undertaking shall be conveyed by the Company at rates to be approved by the Secretary of State, not being less than the actual cost of conveyance.

#### *Capital.*

22 a. All capital moneys required for the purposes of the undertaking shall, at the option of the Secretary of State, either be provided by him, in which case they shall bear interest at the rate of  $3\frac{1}{4}$  per cent. per annum, or at such other rate as shall from time to time be agreed upon, or be raised by the Company by the issue of debentures or debenture stock, in such manner and on such terms as to interest or otherwise as the Secretary of State shall determine.

#### *As to Receipts, Payments, and Expenditure.*

23. All moneys which shall be received by or on account of the Company in India in respect of the undertaking, or from the use and working of the telegraph

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wires and telegraphic machinery, works, instruments, or appliances provided for or by, or handed over to the Company under this Contract, shall at such times and in such manner as the Secretary of State may from time to time direct be paid without deduction into the Treasury of the Government of Bombay, or into such other Treasury or Treasuries as the Secretary of State may direct, to a separate account, and all moneys which shall be so received elsewhere than in India shall be paid into the Bank of England to the account of the Secretary of State.

24. All moneys required by the Company for the purposes of the undertaking shall be supplied to the Company by the Secretary of State according to such arrangements as shall from time to time be made between the Secretary of State and the Company.

25. All moneys expended by the Company on account of the undertaking, and all other expenses of the Company in connection therewith, shall from time to time be stated and submitted to the Secretary of State for his sanction, and as between the Company and the Secretary of State shall be allowed only so far as the same shall from time to time have been sanctioned by the Secretary of State.

*As to Accounts.*

26.—(1) The Company shall keep all such accounts relating to the undertaking and to the two systems of which it is composed, and to the subsidiary lines included therein, and all such accounts as between the Company and the Secretary of State as the Secretary of State shall from time to time require. Such accounts shall be kept in such form, and under such heads or divisions, and with such details as the Secretary of State shall from time to time prescribe. The said accounts, so far as the same are kept in India, shall be kept in rupees of the Government of India, and, so far as they are kept in England, shall be kept in sterling money. Such of the said accounts as are kept in England shall from time to time be transmitted by the Secretary of State to the Government of Bombay, and there incorporated in the accounts of the Company in India, each account for the purpose of such incorporation being converted into rupees at the prescribed rate of exchange.

(2) The prescribed rate of exchange shall be as follows; that is to say, the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half year ending either on the 30th day of June or the 31st day of December next preceding the half year in respect of which the conversion is required to be made in the accounts, and so that if the conversion is to be made in the accounts of the first six calendar months of the then current calendar year, the half year shall end on the 31st day of December, and if it is to be made in the accounts of the last six calendar months of the then current calendar year, the half year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half year ending on a 30th day of June or 31st day of December, then any conversion of sterling money into rupees which would or might under this section, but for this provision, be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half year shall be made at the then average rate obtained during that half year for the best commercial bills payable on demand drawn in London on India, such average rate to be decided by the Comptroller-General at Calcutta.

27. Unless and until otherwise directed, the Company shall keep the following accounts as on and from the 1st day of July 1900:—

A general working expenses account.

A separate revenue account for each of the two systems of which the undertaking is composed.

A separate capital advance account for each of the said systems.

A separate capital account for each of the said systems.

And (as a temporary arrangement until the stores of both systems shall have been verified and accepted) a separate stores account for each of the said systems.

**Appendix D.**  
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**Appendix D—*contd.***

Such accounts with relation to any subsidiary lines of either system as may be required by the contracts or agreements for the time being relating thereto.

28.—(1) The general working expenses account shall contain an account of the working expenses of the whole undertaking incurred on and after the 1st of July 1900.

(2) The said account shall be made up half-yearly to the 31st of December and the 30th of June in each year, or to such other days as the Secretary of State shall from time to time prescribe, and shall be regularly submitted by the Company to the Secretary of State, who may audit the same either concurrently with or after expenditure, or in both ways, as he may think fit, and may in case of any error being discovered therein correct the same within three calendar months after the account containing such error shall have been submitted to him. Every such account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to the Secretary of State, but nevertheless any error which may subsequently be discovered therein shall be corrected in the then next or in any subsequent general working expenses account or accounts as the Secretary of State may determine.

(3) As soon as the general working expenses account for any half year shall have been settled the working expenses in such account shall be divided between and attributed to the two systems of which the undertaking is composed in proportion so the amounts of the gross receipts of the said systems respectively for such half year; the branch lines in Berar being for the purposes of this sub-clause treated as parts of the Great Indian Peninsula Railway system. Provided that the working expenses of the Indian Midland Railway system for the half year ending on the 31st day of December 1900 shall be ascertained as heretofore.

(4) The share of such working expenses so attributed in respect of any half year to each of the said systems shall for the purposes of this Contract and all subsidiary contracts relating to any part of the undertaking be deemed to be and dealt with as the actual working expenses of such system during such half year.

29. The revenue account of each of the systems of which the said undertaking is composed shall commence as on the 1st of July 1900, and shall contain an account of all receipts on account of revenue (in this Contract called gross receipts) of the system to which such account relates, including therein all moneys received by the Company from the use and working of the telegraph wires, telegraphic machinery, works, instruments, and appliances provided for, or by, or handed over to the Company and used for the purposes of the said system, and the share of working expenses attributable to the said system under the provisions herein-before contained, and all other payments (if any) in respect of the said system on account of revenue, and in such account the gross receipts of each subsidiary line of the said system shall be kept separate and distinct from the gross receipts of the remainder of the said system; and there shall be attributed in the said account to each subsidiary line a share of the working expenses attributed to the said system bearing the same proportion to the whole of the working expenses attributed to the said system as the gross receipts of such subsidiary line bear to the whole gross receipts of the said system, and the share of working expenses so attributed to each subsidiary line shall for the purposes of this Contract and for the purposes of all other contracts, if any, relating to such subsidiary line, be deemed to be and dealt with as the actual working expenses of such subsidiary line. Provided always, that the provision aforesaid for ascertaining the working expenses of the subsidiary lines shall not prejudice or enlarge the rights of any third party in any subsidiary line which is worked under any contract or agreement which contains any provisions inconsistent with such provision, and cannot be altered by agreement between the Secretary of State and the Company without the consent of such third party, until such consent has been obtained. Each revenue account shall be made up half-yearly to the 31st December and the 30th of June in each year, or to such other days as the Secretary of State shall from time to time prescribe, and the provisions herein-before contained relating to the submission, audit, settlement, and correction of general working expenses account shall apply to every revenue account.

29a. For the purposes of the four last preceding clauses, but subject to the provision of clause 28 (3) with respect to the branch lines in Berar, each system shall be taken to be only so much thereof as shall for the time being be part of the undertaking.



30. The capital account and the capital advance account relating to the Indian Midland Railway system shall, until the Secretary of State shall otherwise direct, be kept in accordance with the provisions relating thereto in the said contract of the 2nd of October 1885, or any modification thereof for the time being in force, and such account shall be made up and stated afresh as often as occasion shall require.

31. All moneys advanced by the Secretary of State for the purpose of carrying out works chargeable to capital, or for the purchase of stores, which ought not to be included in the capital advance account relating to the Indian Midland Railway system, shall be entered in the capital advance account relating to the Great Indian Peninsula Railway system.

32. All moneys which shall be actually expended by the Company, or by the Secretary of State, upon works, rolling stock, plants, or machinery, the cost of which is chargeable to capital, and the value of all land provided by the Secretary of State after the 30th of June 1900, for the purposes of the undertaking shall, unless under the provisions of this Contract, or any other contract for the time being in force, they should be included in the capital account of the Indian Midland Railway system or some other capital account, be entered in the capital account relating to the Great Indian Peninsula Railway system, which shall be made up and stated afresh as often as occasion shall require.

33. The Company shall so soon hereafter as may be reasonably possible make up and deliver to the Secretary of State separate accounts of all stores in the hands of the Company or of the Indian Midland Railway Company, Limited, respectively, or in course of delivery to such companies respectively on the 1st of July 1900, except such portions (if any) of such stores as come within the exceptions contained in the sixth section of this Contract or either of them, and of the value of all stores included in such accounts. For the purposes of such accounts the stores shall be valued as on the 1st of July 1900, and in such valuation regard shall be had to the prescribed rate of exchange, the half-year to be taken into account for the purpose of ascertaining such rate being the half-year ending on the 30th of June 1900. As soon as possible after the 31st December and the 30th June in each year, or such other half-yearly days as the Secretary of State may from time to time prescribe for the making up of the revenue accounts, the Company shall make up and deliver to the Secretary of State separate accounts in respect of the two systems respectively of all stores in hand on the half-yearly day immediately preceding the making up of the accounts, and of all stores used for the purposes of the undertaking since the 30th of June 1900, or since the date to which such stores accounts were last made up, as the case may be, showing the purposes for which stores have been used. As often as any of the stores in hand shall be used for the purposes of the undertaking, the value of the stores so used as entered in the books of the Company shall be charged to the general working expenses account or to the capital account relating to the system for which such stores were used, as the case may require, in accordance with the provisions in that behalf herein contained.

34. The stores in hand shall from time to time be revalued at such time or times as the Secretary of State shall direct, and in such manner as shall from time to time be agreed upon by the Secretary of State and the Company and the value of the stores in hand as entered in the books of the Company shall be corrected in accordance with such revaluation. Any deterioration or loss that may be ascertained or discovered upon any revaluation shall be charged to the general working expenses account.

35. The question whether any expenditure incurred for the purposes of the undertaking is to be treated in the whole or in part as a charge incurred on capital account, or how the same is to be dealt with, shall be determined on the general principle that capital is to bear the cost of new works, of additional rolling stock, plant, and machinery, and of substantial improvements of and additions to old works, rolling stock, plant, and machinery, including the cost of any temporary new work, the construction of which is requisite for the construction of a work properly chargeable to capital, and that the cost of repairs, restorations, renewals, replacements, or substitutions is to be borne by revenue and charged to the general working expenses account. Provided nevertheless that any item of expenditure properly chargeable to capital in accordance with this principle, but not exceeding 2,000 rupees, may at the discretion of the Secretary of State be charged to revenue, but so that the aggregate expenditure charged to revenue on account of such items shall not

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exceed 25,000 rupees in any half-year, and provided also that except with the sanction of the Secretary of State no portion of the salaries or allowances of any of the Company's permanent supervising staff shall be chargeable to capital, although for the time being employed partly or wholly in directing or superintending work so chargeable, and that no expenses connected with the engagement or passage from or to England of any person in the Company's service shall be chargeable to capital unless such person shall have been specially engaged to carry out work chargeable to capital, and actually employed upon such work.

36. If any difference shall arise between the Secretary of State and the Company as to the incidence of expenditure between capital and revenue in any particular case the matter in difference shall be referred to the decision of the joint auditor, if the Secretary of State and the Company shall have appointed such an officer; but in case a joint auditor shall not have been appointed, then the matter in difference shall be referred for final decision to the Company's auditor, or some other person to be named by the Company and a Government examiner of railway accounts, or some other person to be named by the Secretary of State, or in case of their being unable to agree, to a referee to be named by them. The costs of any such reference shall, unless the Secretary of State shall otherwise direct, be treated as part of the working expenses of the undertaking.

### *As to the Working Expenses, and the Application of the Receipts of the Undertaking.*

37. The working expenses attributable, under the provisions herein-before contained, to each of the systems of which the undertaking is composed shall be paid out of the gross receipts of that system, and shall so far as possible be borne by the gross receipts of the half-year to which such working expenses are properly attributable.

38. Working expenses shall include all costs and expenses incurred by the Company, with the sanction of the Secretary of State, in or about the maintenance, management, and working of the undertaking, and all other sums, if any, proper to be allowed out of revenue in connection with the maintenance, management, or working of the undertaking, or in connection with the conduct of the affairs of the Company, and which shall be sanctioned by the Secretary of State.

In the working expenses of the undertaking there shall be reckoned:—

- (1) Such sum or sums of money as shall from time to time be agreed upon between the Secretary of State and the Company, as proper to be allowed in respect of the rent of the Company's office in London, office expenses, directors' fees, and salaries of clerks and servants.
- (2) So much of the cost of providing and maintaining a police force for the purposes of the undertaking as is not hereby agreed to be borne by the Secretary of State.
- (3) All expenditure incurred by the Company with the sanction of the Secretary of State or by the Secretary of State in keeping the undertaking in good repair and in good working condition, and fully supplied with rolling stock, plant, and machinery, except such part, if any, of such expenditure as may be charged to capital.
- (4) All expenditure incurred by the Company with the sanction of the Secretary of State in keeping the rolling stock, plant, and machinery belonging to the undertaking in good repair and in good working condition.
- (5) All expenditure incurred by the Company with the sanction of the Secretary of State, or by the Secretary of State, in the execution of any works chargeable to revenue.
- (6) In respect of every half-year after that ending on the 30th June 1900, a sum in rupees equal to the product of 40 multiplied by the mean mileage of railways worked by the Company under this Contract during such half-year, to cover the costs and charges of and incidental to the supervision and control of the Company by the Secretary of State.
- (7) The charges of the Government Telegraph Department for rent and maintenance of the telegraph wires provided for the use of the Company, and the inspection of such telegraph wires, and of the telegraphic machinery, works, instruments, and appliances used by the Company for the purpose of the undertaking.

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- (8) All expenditure incurred by the Company, with the sanction of the Secretary of State, in providing and maintaining the telegraphic machinery, works, instruments, and appliances used by the Company for the purposes of the undertaking in good repair and good working condition.
- (9) All moneys from time to time contributed by the Company, with the sanction of the Secretary of State, for the purposes of such Provident Fund as hereinafter mentioned, which the Secretary of State shall from time to time allow to be included amongst working expenses.
- (10) All other payments and expenses (if any) which form part of the working expenses of the Indian Midland railway system under the provisions of the said Contract of the 2nd of October 1885.
- (11) All such reasonable legal expenses incurred by the Secretary of State or the Company as the Secretary of State shall require or allow to be charged to account of revenue.
- (12) All such other expenses as the Secretary of State and the Company agree to treat as part of the working expenses of the undertaking.

39. The receipts of the undertaking in each half-year, after deducting working expenses and all other charges to revenue account properly attributable to that half-year, shall be applied in the following manner and in the following order:—

- (1) In payment to the Secretary of State of the sum of Rs. 1,00,00,000.
- (2) In repayment to the Secretary of State in rupee currency (calculated at the prescribed rate of exchange which, under the 26th section would apply at the date of such repayment to the conversion of sterling money into rupees) of all interest payable in respect of such half-year on all moneys raised after the 30th of June 1900 for the purposes of the undertaking by the Company or with their consent by the Indian Midland Railway Company, Limited, with the sanction of the Secretary of State otherwise than by the issue of shares or capital stock, or provided for such purposes by the Secretary of State after that date.
- (3) If the receipts attributable to either half-year in any year commencing on a 1st day of July and ending on a 30th day of June, and applicable in the manner mentioned in the preceding sub-sections of this section shall exceed the amount of payments chargeable thereon under the same sub-sections, the surplus arising from such excess of receipts over payments shall be applied if and so far as such surplus shall extend in making good the deficiency (if any) of the receipts attributable to the other half of such year and applicable in the manner mentioned in the preceding sub-sections of this section as compared to the payments chargeable on such receipts under the same sub-sections.
- (4) If the aggregate of the receipts attributable to the two half-years in any year commencing on a 1st day of July and ending on a 30th day of June, and applicable in the manner mentioned in sub-sections (1) and (2) of this section, shall exceed the aggregate amount of the payments chargeable thereon under the same sub-sections, the surplus arising from such excess of receipts over payments shall, subject to the proviso herein-after contained, belong as to nineteen equal twentieth parts thereof to the Secretary of State, and as to one equal twentieth part thereof to the Company. Provided that if the Company shall with the sanction of the Secretary of State increase its new capital and issue further shares or stock as fully paid up in exchange for stock of the Indian Midland Railway Company, Limited, and shall transfer or cause to be transferred such last mentioned stock into the name of the Secretary of State in the books of the Indian Midland Railway Company, Limited, the Company's share in such surplus as aforesaid shall thenceforth be increased by an additional fractional share bearing the same proportion to the original fractional share of  $\frac{1}{10}$  as the additional capital of the Company so exchanged as aforesaid shall bear to the now authorised capital of £2,575,000, but so that the total fractional share of the Company in such surplus shall in no event exceed a one-tenth share.
- (5) Any moneys which the Company shall be entitled to receive from the Secretary of State under the last preceding sub-section shall be receivable by the Company in India and not elsewhere.

*As to Running Powers and other facilities and Accommodations for other Railway Companies and State Railways, and the Secretary of State.*

40. The Secretary of State may from time to time require the Company to execute work in their workshops, in respect of rolling stock and machinery belonging to State railways, at such reasonable prices and upon such terms as shall be agreed upon between the Secretary of State and the Company, but so nevertheless as not to impede or unduly interfere with the ordinary operations of the Company as carried on therein.

41. The Secretary of State may from time to time, when he shall be of opinion that it is desirable so to do for the public convenience, require the Company to enter into, and on the request of the Company will assist them in entering into agreements, upon reasonable terms and to payments and under reasonable conditions and restrictions, with the administrations of any other railway or railways having junction with the undertaking for the following purposes or any of them :—

- (a) For allowing the use of the railways or any parts of the railways respectively worked by them, such railways being of the same gauge for the passage of one another's engines and trains.
- (b) For the supply to one another of any rolling stock which shall not be required for their own purposes respectively.
- (c) For the interchange of traffic and rolling stock and the settlement and apportionment of through rates and charges for interchanged traffic.
- (d) For additions or alterations to or for the redistribution of existing accommodation in junctions or other stations and their appliances in view to their convenient use for the accommodation of one another's traffic, rolling stock, or working staff.

42. If the chairman of the Board of Directors of the Company shall certify to the Secretary of State by writing under his hand that he considers any requirement by the Secretary of State purporting to be made under this part of the Contract not to be reasonable upon any ground to be stated by him in writing, and if there shall then be a difference of opinion between the Secretary of State and the Company as to the reasonableness of the requirement in question or as to the propriety of any modification or alteration therein, the matter in difference shall be referred for decision to an officer of the Government to be named by the Secretary of State and to an officer of the Company to be named by them, or if such officers are unable to agree, then to some person to be appointed by them.

All costs of the reference shall be treated as part of the working expenses of the undertaking.

*As to the Construction and Working of Auxiliary or Branch Railways.*

43. The Secretary of State may require the Company to construct any auxiliary or branch railway of any gauge in connection with any railway forming part of the undertaking, and to work any auxiliary or branch railway of any gauge in connection with any railway forming part of the undertaking, whether constructed by the Company or not, either as agents of the Secretary of State or as part of the undertaking, as the Secretary of State may determine, upon such terms and conditions as may in each case be agreed upon between the Secretary of State and the Company.

*The Company to comply with the requirements of the Secretary of State.*

44. The Company shall with all reasonable speed comply with all such requirements as the Secretary of State shall from time to time make in accordance with this Contract.

*As to the Supervision and Control of the Secretary of State and the appointment of a Government Director.*

45. In all matters relating to the undertaking, and not herein specially provided for, the Company shall be subject to the supervision and control of the Secretary of State.

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46. For the purpose of inspecting the undertaking and auditing the accounts of the Company, or otherwise exercising such supervision and control as are intended to be reserved to the Secretary of State by this Contract, the Secretary of State may from time to time appoint such person or persons as he may think proper, with such powers as he may consider necessary or expedient, and the Company shall afford every person so appointed all reasonable facilities for the purpose of enabling him to perform the duties entrusted to him by the Secretary of State.

47. The Company shall record and keep in proper books full and particular accounts of all their transactions and proceedings, including full and true minutes of all their meetings, meetings of directors, communications with India, and correspondence, so as at all times to exhibit fully and truly the state of their affairs; and the Secretary of State, or any person or persons appointed by him in that behalf, shall at all reasonable times have free access to all the books, accounts, papers, and documents of the Company relating to the undertaking (except communications between the Company and their legal advisers), with power to call for or make copies of or extracts from the same.

48. The Secretary of State may from time to time appoint any one person to be a director of the Company. The Government director shall be an ex-officio member of all committees appointed by the Board of Directors of the Company or by the Company in relation to the undertaking, or any matter connected therewith, and he may, moreover, exercise at his discretion an absolute right of veto in all proceedings whatever at the Board of Directors. The Government director shall not be removable, except by the Secretary of State. The Secretary of State may from time to time, as often as occasion shall require, appoint a person to represent the Government director at any meeting of the board, or at any committee meeting at which the Government director may not be present; and the person so appointed shall have all such rights and may exercise all such powers as the Government director, if present, would have had or might have exercised.

*Miscellaneous Provisions.*

49. The Company shall not, during the continuance of this Contract, without the sanction in writing of the Secretary of State, borrow or raise any moneys, but this stipulation shall not necessitate the sanction of the Secretary of State to the borrowing of money by the Company at a reasonable rate of interest for *bond fide* temporary purposes.

50. The Company shall not, during the continuance of this Contract, without the sanction of the Secretary of State in writing first obtained, engage in or carry on any business other than the business which is the subject of this Contract.

51. The Company shall not, during the continuance of this Contract, without the sanction of the Secretary of State in writing first obtained, acquire any property in India. If the Company shall in contravention of this clause acquire any property, such property shall not be disposed of by the Company without the sanction in writing of the Secretary of State, and the Secretary of State may at any time during the continuance of this Contract, or within one calendar month after the determination thereof, purchase such property from the Company at the price actually paid by the Company for the same; and if the purchase money for such property shall be paid to the Company during the continuance of this Contract the expenditure shall be carried to the capital account of the system in connection with which such property was purchased.

52. If in the opinion of the Secretary of State any land in the possession of the Company is not required for the purposes of the undertaking, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether they acquiesce in the opinion of the Secretary of State, or whether they object thereto, and if so the grounds of their objection. If no objection is stated by the Company, or if the grounds of their objection, if any, are not in the opinion of the Secretary of State sufficient, the land in question shall upon the requisition of the Secretary of State be restored to him, and thereupon the value of such land, if entered in any capital account shall be written off such account.

53. The Company shall from time to time make such returns and furnish such statistics, in such form, and under such heads and divisions, and with such details,

as the Secretary of State may from time to time require. The costs of preparing such returns and statistics and incidental thereto shall be treated as part of the working expenses of the undertaking.

54. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

55. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the undertaking or any part thereof, or the profits thereof, of any Act of the Indian Legislature for the time being in-force, and the undertaking and its equipment shall be subject to the provisions of every such Act.

56. The Company shall maintain and manage a new Provident Fund for the benefit of the servants of the Company in accordance with the rules for the time being authorised by the Government of India. The balances standing to the credit of any members of the former Provident Fund of the Company on the 30th of June 1900 who shall be retained by the Company in their present employment shall be credited to their respective accounts in the new Provident Fund.

5. The Company may, if they think it expedient, and shall, if required by the Secretary of State, maintain and manage a savings bank for the benefit of the servants of the Company upon such terms and under such rules and regulations as shall from time to time be approved by the Secretary of State.

58. Any notice, direction, requisition, appointment, certificate of opinion, approval, or sanction to be given or signified on the part of the Secretary of State for any of the purposes of this Contract shall be sufficient and binding if in writing, signed by the Secretary of State or one of his under secretaries, or his assistant under-secretary, or by a Secretary of Government at Bombay, or by any other officer or servant duly authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate ; and the Secretary of State shall not in any case be bound in any respect of the matters aforesaid, unless by some writing signed in the manner before mentioned.

95. The Company shall at all times during the continuance of this Contract keep an office established at Bombay, and shall keep at the said office an authorised agent or committee of agency, with whom the Secretary of State and the Government in India, or other officer or officers deputed in that behalf, may, communicate on affairs concerning the undertaking, and all drafts drawn and receipts given by the said agent or committee of agency, or under his or their authority on behalf of the Company concerning the undertaking and the affairs thereof shall be binding on the Company, and every notice to be given to the Company shall be sufficiently given if left at the said office, or personally served on the said agent, or any member of the said committee of agency.

*As to the determination of the Contract.*

60. On the 30th day of June 1925 the Company shall give the Secretary of State possession of the undertaking, together with the rolling stock, plant, and machinery belonging thereto, and all stores in hand or in course of delivery on that day, and all plans, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with the undertaking; and all telegraphic machinery, works, instruments, and appliances; and other property, if any, belonging or appertaining thereto, and the Secretary of State shall thereupon pay to the Company the amounts paid up or credited as paid up on all shares or stock then in existence in the Company's new capital which the Company shall have issued in pursuance or for the purposes of its Contract with the sanction of the Secretary of State, and shall be bound to indemnify the Company, their property and effects, against all such debts and liabilities, if any, as they may have incurred with the sanction of the Secretary of State and which shall be then subsisting, and thereupon this Contract shall determine without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken.

*Arbitration.*

61. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if

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in any case not herein specially provided for any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents, or any clause or thing herein contained, or the construction hereof, or any matter connected with these presents, or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be, referred to two arbitrators (one to be appointed by each party), pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the Indian Arbitration Act, 1899, or other the law in force in British India for the time being relating to arbitration.

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SCHEDULE.

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1. His Highness the Maharajah's Bina-Guna Railway, worked under a Contract dated the 15th July 1896, and made between the Government of His Highness the Maharajah Scindia of Gwalior of the first part, and the Indian Midland Railway Company, Limited, of the other part.

2. His Highness the Maharajah's Railway from near Parbati Station to Ujjain, worked under a Contract dated the 4th August 1896, between the Government of His Highness the Maharajah Scindia of Gwalior of the first part, and the Indian Midland Railway Company, Limited, of the other part.

3. Her Highness the Begum's Railway from Bhopal Station to the Bhopal-Ujjain Railway east of Parbati Station, worked under a Contract dated the 4th August 1896, and made between the Government of Her Highness the Begum of Bhopal of the first part, and the Indian Midland Railway Company, Limited, of the other part.

4. The Guna-Baran Railway, worked under Contracts dated the 12th May 1899, the 20th February 1899, and 27th February 1899, and made between the Government of His Highness the Maharajah Scindia of Gwalior, the Government of His Highness the Maharao of Kotah, and the Government of His Highness the Nawab of Tonk respectively, and the Indian Midland Railway Company, Limited.

5. The Gwalior-Sipri and Gwalior-Bhind Light Railways, worked by the Indian Midland Railway Company under an arrangement between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company, Limited.

6. The line of railway known as the Bhopal State Railway, and the line of railway connecting it with the other railways of the Great Indian Peninsula Railway system.



## **APPENDIX E.**

**This Indenture, made the 21st day of December 1900, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and THE INDIAN MIDLAND RAILWAY COMPANY, LIMITED (hereinafter called "the Company"), of the other part.**

**WHEREAS** these presents are supplemental to an Indenture dated the 2nd of October 1885, and made between the Secretary of State of the one part and the Company of the other part, which Indenture is hereinafter called the principal Contract.

**AND WHEREAS** the several projected railways mentioned in the principal Contract have been constructed in accordance with the provisions of the said Contract and the branch line therein mentioned to Saugor has been extended in accordance with such provisions to Katni, and the Scindia Railway therein mentioned has also been transferred to the Company in accordance with the provisions, which said railways, together with the works of whatever description thereto belonging, are hereinafter called the Indian Midland Railway.

**AND WHEREAS** the Company are working in connection with the Indian Midland Railway certain subsidiary lines which are mentioned in the First Schedule hereto, under the agreements respectively relating thereto, which are also mentioned in the said Schedule.

**AND WHEREAS** it is intended that the Company shall hand over to the Secretary of State the Indian Midland Railway and the said subsidiary lines and all other lines (if any) forming part of the Company's undertaking on the 30th June 1900, or then or since worked by the Company as part thereof or in connection therewith, together with all the works of whatever description thereto belonging (which said railway and lines with the said works are hereinafter referred to as the Company's railway system), in manner hereinafter appearing, in order that the same may be maintained, managed, and worked by the Great Indian Peninsula Railway Company in connection with the Great Indian Peninsula Railway and other railways worked in connection therewith, upon the terms and subject to the conditions contained in an agreement already prepared and approved by the Company, and about to be entered into between the Secretary of State and the Great Indian Peninsula Railway Company, of which a copy is set out in the Second Schedule hereto, and which is hereinafter referred to as the scheduled Contract.

**AND WHEREAS** for the purposes of enabling the scheduled Contract to be entered into and carried into effect the parties hereto have agreed to enter into the agreement herein contained.

**Now THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows :**

1. The Company shall forthwith after the execution of the scheduled Contract but subject to the proviso hereinafter contained, hand over to the Secretary of State or to the Great Indian Peninsula Railway Company, if he shall so direct, for the purposes of the scheduled Contract, the Company's railway system, together with the rolling stock, plant, and machinery thereto belonging, and the telegraphs and telegraphic machinery, works, instruments, and appliances, and all plants, surveys, sections, and specifications used by the Company in connection therewith, and all stores in hand or in course of delivery except such as the Secretary of State may on or before the 30th day of April 1901 adjudge to be unserviceable stores.

Provided always, that the Company shall be under no obligation to hand over to the Secretary of State or to the Great Indian Peninsula Railway Company any subsidiary line which belongs to or passes through any native State, or the works of any description, rolling stock, plant, or machinery belonging thereto, or the telegraphs, telegraphic machinery, works, instruments, or appliances, or stores belonging or appropriated thereto, unless and until all such arrangements, if any, have been made with the native State to whom such line belongs, or through whose territory it passes, and with any party whose consent may be necessary to such handing over, as in the opinion of the Secretary of State may be necessary or desirable to enable the Company to hand over such line to the Secretary of State or the Great Indian Peninsula Railway Company, and authorise the Secretary of State or the Great Indian Peninsula Railway Company to work the same.



The Secretary of State shall endeavour and use his best interest with all such native States as aforesaid to make with them all such arrangements as in his opinion may be necessary or desirable for the purposes aforesaid.

During the continuance of this Contract the Secretary of State will perform and discharge all the duties and liabilities imposed upon the Company by any contract with any native State or Government in respect of or in relation to any railway passing through the dominions of such native State or Government, and will indemnify the Company against all costs, damages, claims, demands, and liability under any such contract, whether such railway shall have been handed over or not.

During the continuance of this Contract the Secretary of State shall indemnify the Company against all liabilities to third parties incurred with the sanction of the Secretary of State other than claims in respect of debentures or debenture stock.

The Company shall transfer their existing Provident Fund to the Secretary of State, or, if he shall so direct, to the Great Indian Peninsula Railway Company, and the Secretary of State shall indemnify the Company against all costs, damages, claims, demands, and liability which the Company may incur by reason or in consequence of such transfer. The rules applicable to the said Provident Fund shall not be altered without the consent of the Company.

2. As soon as the Company's railway system or any part thereof shall have been handed over, under the provisions in that behalf herein-before contained, the Secretary of State will, during the continuance of this Contract, work, manage, and maintain all or such part of the Company's railway system as shall have been so handed over as aforesaid, through the agency of the Great Indian Peninsula Railway Company, in accordance with the provisions of the scheduled Contract, with such modifications (if any) as may hereafter be agreed upon between the Secretary of State and the Great Indian Peninsula Railway Company and approved by the Company.

3. The Company shall at all reasonable times, during the continuance of this Contract, give the Secretary of State, and on his request the Great Indian Peninsula Railway Company, and any person or persons nominated by him or them, free access to all books of account, specifications, plans, and other documents in their possession or under their control, to which in the opinion of the Secretary of State it is necessary or desirable that he or the Great Indian Peninsula Railway Company should have access for the purposes of the scheduled Contract, and shall allow all or any of such persons as aforesaid to take copies of or extracts from all or any of such books of account, specifications, plans, and other documents for the purposes of the scheduled Contract.

4. As from the 31st of December 1900 the working expenses for each half-year of the whole of the Company's railway system, and of the Indian Midland Railway, and of each subsidiary line shall be ascertained in the manner mentioned in the scheduled Contract, and the working expenses for each half-year so ascertained shall be deemed to be the working expenses for such half-year of the Company's railway system, and of the Indian Midland Railway, and of the subsidiary lines respectively, for the purposes of the principal contract, and every other contract or agreement for the time being relating to the Company's railway system or any part thereof. Provided always, that the provision herein referred to for ascertaining the working expenses of the subsidiary lines shall not prejudice or enlarge the rights of any third party in any subsidiary line which is worked under any contract or agreement which contains any provisions inconsistent with such provision and cannot be altered by agreement between the Secretary of State and the Company without the consent of such third party, until such consent has been obtained.

5. All moneys supplied by the Secretary of State during the continuance of this Contract to the Great Indian Peninsula Railway Company to defray expenditure sanctioned by the Secretary of State for the purposes of the Company's railway system, which in the said scheduled Contract is referred to as the Indian Midland Railway system, or of the telegraphs thereto belonging, and all land supplied during the continuance of this Contract by the Secretary of State to that Company for the purposes aforesaid, and (subject to the provisions herein-before contained relating to working expenses) all moneys expended during the continuance of this Contract with the sanction of the Secretary of State by the Company upon or in respect of the said system or the said telegraphs; and all money received during the continuance of this Contract

by that Company from the said system, or from the use and working of the said telegraphs, and all land provided for or used for the purposes of the said system or the said telegraphs which shall during the continuance of this Contract be relinquished by the Company to the Secretary of State, and all other acts and things done during the continuance of this Contract by or for that Company, or otherwise for the purposes or in respect of the said system or the said telegraphs, under and in accordance with the provisions of the scheduled Contract, or of any other contract or agreement for the time being in force relating to any part of the said system, shall for the purposes of account between the Secretary of State and the Company party hereto, and the application of the Company's receipts as between the Secretary of State and the Company, be deemed to be and be dealt with as having been supplied, expended, received, relinquished, or done to, by, or for the Company, or otherwise under or in accordance with such of the provisions of the principal Contract or of such other contract or agreement (if any) as would have been applicable thereto if the Company had continued to work the said system; and for the purposes aforesaid all moneys (if any) which shall have become payable during the continuance of this Contract by the Great Indian Peninsula Railway Company into any such treasury as is mentioned in the 23rd clause of the scheduled Contract and shall be attributable to the account of capital of the Indian Midland Railway system, or any part thereof, shall be included in the moneys referred to in sub-clause 2 of clause 36 of the principal Contract.

6. From and after the time when the Company shall have handed over their railway system, or any part thereof, as herein-before provided, and thenceforth during the continuance of this Contract, the Secretary of State shall accept the covenants contained in the scheduled Contract (when executed) by the Great Indian Peninsula Railway Company relating to the maintenance, working, and management of all or such part of the Company's railway system as shall for the time being have been handed over in substitution for the covenants or agreements by the Company in that behalf contained in the principal Contract, or any other contract or agreement relating to the whole or such part of the said system as aforesaid, as the case may be.

7. If the Great Indian Peninsula Railway Company, with the sanction of the Secretary of State and with the Consent of the Company, shall issue debentures or debenture stock under the guarantee of the Secretary of State for the purposes of the Company's railway system, the amount paid by the Secretary of State for interest in any half year in respect of such debentures or debenture stock shall be deemed to be interest paid by the Secretary of State within the meaning of clause 45 (5) of the principal Contract.

8. Subject as aforesaid, and so far as is compatible with the handing over of the Company's railway system to the Secretary of State or the Great Indian Peninsula Railway Company, and the maintenance, working, and management thereof by such last mentioned Company under the provisions of the scheduled Contract, the principal contract, and all other contracts or agreements relating to the said system, or any part thereof, including the Company's right to a four per cent. guarantee and one-fourth share of surplus profits, shall remain and be in as full force as they were in immediately before the execution of these presents.

9. This Contract shall continue in force until the scheduled Contract or the principal Contract shall be determined, and shall terminate upon the termination of whichever of such contracts shall first be determined.

10. If any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this Contract, or any clause or thing therein contained, or the construction thereof, or any matter connected therewith or the operation thereof, or the rights, duties, or liabilities of either party in relation thereto, then and in every such case the matter in difference shall, unless the Contract otherwise provides, be referred to two arbitrators (one to be appointed by each party) pursuant to and so as with regard to the mode and consequences of the reference, and in all respects to conform to the Indian Arbitration Act, 1899, or other the law in force in British India for the time being relating to arbitration.

#### The FIRST SCHEDULE above referred to.

1. His Highness the Maharajah's Bina-Guna Railway, worked under a Contract dated the 15th July 1896, and made between the Government of His Highness the Maharajah Scindia of Gwalior of the first part, and the Indian Midland Railway Company, Limited, of the other part.

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2. His Highness the Maharajah's Railway from near Parbati Station to Ujjain, worked under a Contract dated the 4th August 1896, between the Government of His Highness the Maharajah Scindia of Gwalior of the first part, and the Indian Midland Railway Company, Limited, of the other part.

3. Her Highness the Begum's Railway from Bhopal Station to the Bhopal-Ujjain Railway east of Parbati Station, worked under a Contract dated the 4th August 1896, and made between the Government of Her Highness the Begum of Bhopal of the first part, and the Indian Midland Railway Company, Limited, of the other part.

4. The Guna-Baran Railway, worked under Contracts dated the 12th May 1899, the 20th February 1899, and the 27th February 1899, and made between the Government of His Highness the Maharajah Scindia of Gwalior, the Government of His Highness the Maharaja of Kotah, and the Government of His Highness the Nawab of Tonk, respectively, and the Indian Midland Railway Company, Limited.

5. The Gwalior-Sipri and Gwalior-Bhind Light Railways, worked by the Indian Midland Railway Company under an arrangement between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company, Limited.

6. The line of railway known as the Bhopal State Railway, and the line of railway connecting it with the other railways of the Great Indian Peninsula Railway system.

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**The SECOND SCHEDULE above referred to.**

(Contract between the Secretary of State and the Great Indian Peninsula Railway Company, dated the 21st December 1900.)

## APPENDIX F.

**This Indenture**, made the 29th day of June 1900, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and THE GREAT INDIAN PENINSULA RAILWAY COMPANY (hereinafter called "the Company") of the other part.

WHEREAS these presents are supplemental to three Indentures made between the East India Company of the one part and the Company of the other part, and respectively dated the 17th day of August 1849, the 2nd day of August 1853, and the 15th day of November 1854, and to an Indenture dated the 30th day of November 1870, and made between the Secretary of State of the one part and the Company of the other part, whereby the Company entered into and concluded contracts for making, maintaining and working certain railways in India upon the terms and conditions in such Indentures respectively appearing.

AND WHEREAS by an Indenture dated the 2nd day of August 1890, and made between the Secretary of State of the one part and the Company of the other part, certain terms and provisions therein contained applicable to certain debentures therein mentioned, already issued by the Company, and also to any debentures thereafter to be issued by the Company with the sanction of the Secretary of State, were agreed upon by and between the parties thereto.

AND WHEREAS it is proposed to construct the two branch lines of railway hereafter mentioned to be connected with the existing line of the Company, the one at or near their station at Chalisgaon and to proceed thence to Dhulia, and the other at or near their station at Jalgaon and to proceed thence to Amalner, together with all necessary and proper works and equipments incidental thereto, and the Company have agreed with the Secretary of State to construct, work, and maintain the said proposed branch railways as part of their undertaking on the terms and conditions hereinafter contained.

AND WHEREAS it has been agreed between the parties hereto that the Company shall raise the moneys which shall in the opinion of the Secretary of State be required to meet the cost of the construction and equipment of the said proposed branch railways, or otherwise in respect of the matters to be included in the capital account relating thereto as hereinafter provided, by the issue of debentures upon the terms and subject to the provisions in the said Indenture dated the 2nd day of August 1890 contained.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows; that is to say:—

1. That this Contract shall be construed and have effect as if it had been entered into on and dated the 17th day of June 1897.

*Selection of Branch Lines.*

2. That it shall be lawful for the Secretary of State to determine, fix upon, and select the route of the two branch lines of railway on the 5' 6" gauge hereinafter mentioned; that is to say—

(a) The Chalisgaon-Dhulia branch line to be connected with the existing line of the Company at or near their station at Chalisgaon and to proceed thence to Dhulia.

(b) The Jalgaon-Amalner branch line to be connected with the existing line of the Company at or near their station at Jalgaon and to proceed thence to Amalner, and there to be connected with the line of the Tapti Valley Railway Company.

*Notice of Branch Lines.*

3. That the Secretary of State shall give notice to the Company of the branch lines when so selected as aforesaid, or of any part or parts thereof, as such part or parts thereof shall from time to time be fixed upon, and it shall be lawful for the Secretary of State from time to time to alter the route or direction of both or either of the said branch lines, or to extend or limit the same as he shall think fit after such notice as aforesaid. Provided always, that if any such alteration shall be made in

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either of the said branch lines after such branch line shall have been commenced in a previously selected route or direction the expense of the said branch line theretofore properly incurred, or in any way incident to such alteration, shall be considered as properly incurred by the Company.

*Land.*

4. That the Secretary of State shall after the selection of the route and direction of the said branch lines of railway or of any part or parts thereof, and from time to time as may be necessary, provided the land which shall be required for the said branch lines or for the part or parts thereof so selected, and the works connected therewith, and for proper stations, offices, warehouses, and other conveniences for the same, and shall give to the Company possession thereof, and that all land of which possession shall be so given to the Company, which shall not be permanently required for the purposes of the Company, shall as soon as practicable be restored to the Secretary of State.

*Construction and Equipment of Branch Lines.*

5. That the Company shall, on receiving possession of the land required for the said branch lines or any part thereof, forthwith commence and proceed with diligence in the construction of the said branch railways, with all necessary or proper stations, buildings, works, and conveniences, and with all practicable speed complete and fully equip the same with plant and machinery, other than rolling stock, in all respects to the satisfaction of the Secretary of State. So soon as the said branch railways or either of them shall be completed for such a distance as shall in the opinion of the Secretary of State render it desirable that such completed portion be opened for traffic, the Company shall, upon being authorised so to do by the Secretary of State, forthwith open the same for the conveyance of passengers and goods.

6. That during the continuance of this Contract the Company shall keep the said branch railways and works, or such part thereof as shall for the time being be open for public traffic, supplied with rolling stock and its consequent plant and machinery (other than fixed machinery), as if they were part of the Great Indian Peninsula Railway, and shall manage, use, and work the said branch railways and works or part thereof as aforesaid, and convey traffic thereon, upon, under, and subject to (save as is by this Contract otherwise expressly provided) the like terms, conditions, and restrictions as are by the principal Indentures prescribed in respect of the management, use, and working of the railway therein mentioned, and the conveyance of traffic thereon by the Company, and in respect of the supervision and control of the Company by the Secretary of State.

*Tolls.*

7. That the Company shall be at liberty to charge tolls according to tariffs to be settled by the Secretary of State on traffic over any roadways or bridges for foot passengers, cattle, or carts or other vehicles.

*Telegraphs and Telegraphic Appliances.*

8. That the Secretary of State may from time to time establish such electric telegraphs as he shall think fit along or upon the said branch railways or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the electric telegraphs to be established as aforesaid as he shall think fit, and it shall be lawful for him for such purposes, or any of them (in addition to the general powers which it is hereby declared that he shall at all times have of entering by agent or otherwise upon all or any land of which he shall, pursuant to this Contract, have allowed the Company to have possession), to enter at all times by his agents, workmen, or others on any part or parts of the said branch railways, or the lands or works belonging thereto, and to erect, place, maintain, make, do, and execute thereon all such buildings, machinery, works, appliances, acts, and things as the Secretary of State shall consider necessary or proper in relation to the construction, maintenance, use, and working of the said electric telegraphs. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works, and appliances erected or brought by him under the powers conferred on him by this clause on the said branch railways, or on any land or works belonging thereto. The Company shall at all times furnish the Secretary of State with such free passes over the said branch railways or any parts thereof as he shall require for persons employed by him in or about or in connection with the construction, maintenance,

working, or inspection of the electric telegraphs mentioned in this clause, or any buildings, machinery, works, or appliances appertaining thereto.

9. That the Secretary of State shall from time to time allow the Company to have the exclusive use of any such electric telegraphs and telegraphic appliances as he shall from time to time consider proper to be used by the Company for the purpose of safely or efficiently working the said branch railways or any part or parts thereof respectively. The Secretary of State shall maintain and keep in good repair and in good working condition the electric telegraphs and telegraphic appliances of which the Company shall for the time being be allowed to have the use.

10. The Secretary of State shall retain out of the receipts of the said branch railways paid into the revenue account of the Company in accordance with clause 16, the amount of the charges made from time to time by the Telegraph Department of Her Majesty's Indian Government for rent, maintenance, and inspection of the electric telegraphs and telegraphic appliances of which the Secretary of State shall from time to time, under the provisions of the last preceding clause, have allowed to the Company the exclusive use, such charges not to be in excess of similar charges for the time being in force in the case of State Railway Telegraphs.

11. That the Company, if so directed by the Secretary of State, shall, in relation to any electric telegraphs or telegraphic appliances of which under the provisions of these presents it shall for the time being be allowed to have the use, observe the rules applicable to telegraphs and telegraphic appliances which shall for the time being be in force in the case of State Railway Telegraphs, or such rules as the Secretary of State may from time to time prescribe to be observed by the Company, and the Company, if so directed by the Secretary of State, shall account in such manner as shall be prescribed by the rules which shall for the time being be in force in relation to State Railway Telegraphs, or as the Secretary of State shall require, for the receipts derived from the working of telegraphs and telegraphic appliances.

*Use of Station at Amalner by the Tapti Valley Railway Company.*

12. That the Company shall allow the Tapti Valley Railway Company to use the station to be built by the Company at Amalner upon such terms as may be agreed upon, with the sanction of the Secretary of State, between the Company and the Tapti Valley Railway Company, or in case of the Company and the Tapti Valley Railway Company failing to agree upon the terms of such user, upon terms to be settled by the Secretary of State.

*Police during Construction.*

13. That the Secretary of State shall provide and maintain at the cost exclusively of the Company such a force of police as, with the approval of the Secretary of State, the Company shall require for the protection of so much of the said branch lines of railway as shall for the time being be in course of construction, and the cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid on demand from time to time to the Secretary of State by the Company out of moneys to be raised for the construction of the said branch railways, and carried to the capital account mentioned in clause 14 hereof, and shall be deemed to be part of the cost of construction chargeable to capital under clause 14 hereof.

*Capital Account.*

14. That a separate capital account relating to the said branch railways shall be kept by the Company and that all moneys raised by the Company, with the sanction of the Secretary of State, for the purposes of the said branch railways, and paid to his credit at the Bank of England, in accordance with these presents and the provisions incorporated herein by reference of the said Indenture of 2nd day of August 1890, shall be carried to one side of the said capital account, and that all moneys from time to time paid by the Company, with the sanction of the Secretary of State, for the construction of the said branch railways, or any section thereof, and the works and conveniences thereto belonging, and for the original cost of the plant and machinery provided for the purpose of the said branch railways, and the cost of providing and maintaining during construction such a force of police as aforesaid, shall be carried to the other side of the said capital account, and that when and so soon as the said branch railways and works shall have been completed and equipped with the

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necessary plant, the capital account relating to such branch railways shall be made up and a copy shall be furnished to the Secretary of State, and such account shall be audited and certified by the Secretary of State. Upon any additions, alterations, and improvements such as shall be properly chargeable to the capital account being thereafter made with the sanction and approval of the Secretary of State to, of, or in the said branch railways, or either of them, or the works, conveniences, and other plant and machinery belonging thereto, the cost necessarily incurred in executing such additions, alterations, or improvements shall be added to the capital account relating to the said branch railways, and the said capital account shall from time to time be made up and started afresh as occasion shall require, and be audited and certified accordingly, and none of the moneys to be carried to the said account shall be carried to or included in the capital account kept by the Company under the provisions of the principal Indentures to which these presents are expressed to be supplemental, or any of them.

*Account of Receipts.*

15. That the Company shall in such forms and under such heads or divisions as shall be prescribed by the Secretary of State keep a separate account of all receipts whatsoever in respect of the said branch railways and the telegraphs connected herewith (except such receipts as properly belong to the capital account hereinbefore agreed to be kept), and such account shall be made up half yearly to the 30th day of June and the 31st day of December in every year, or to such other days in the year as the Secretary of State may appoint, and shall be regularly transmitted to the Secretary of State, who shall be at liberty at all times in auditing the same account to make any corrections therein which may be necessary.

*Deposit of Receipts.*

16. That all receipts of the said branch railways and of the telegraphs received by or on account of the Company in India shall be paid into the revenue account of the Great Indian Peninsula Railway Company as prescribed by clause 15 of the principal Indenture of the 17th day of August 1849.

*Application of Profits.*

17. (1) That the fourth clause of the principal Indenture of the 30th day of November 1870 shall not apply to the net receipts of the said branch railways.

(2) That for purposes of this clause the net receipt realised during any half year on the said branch railways, including the telegraphs connected therewith, shall be the gross receipts of the said branch railways during such half year, less the working expenses thereof during such half year (which said working expenses shall be calculated at the average rate prevailing in such half year over the entire system for the time being of the Company) and the amount retained by the Secretary of State under clause 9 in respect of the telegraphs and telegraphic appliances.

(3) That, subject to the proviso hereinafter contained, the whole of the net receipts realised during any half year on both of the said branch railways shall belong to the Secretary of State as part of the revenues of India. Provided always, that in case in any half year the total net receipts of both of the said branch railways shall exceed the equivalent in rupee currency, converted at the prescribed rate of exchange, of the aggregate amount of interest payable for such half year by the Secretary of State in respect of the debentures issued for the purposes of this Contract one-fifth of such excess shall belong and be paid to the Company in rupees in India for their own use and benefit.

(4) That in case in any half year, whether before, during, or after the construction of the said branch railways, there be no receipts or no net receipts realised during such half year on the said branch railways, or the total net receipts (if any) on both of the said branch railways, be less than the aggregate amount of such interest as aforesaid payable for such half year, the Secretary of State shall be entitled to retain the amount of such interest, or of so much thereof as such net receipts (if any) are insufficient to meet out of the net receipts realised during such half year and (if there be still a deficiency) during the next succeeding half year, on every line of railway for the time being belonging to the Company, the receipts of which are subject to the provisions of the principal Indenture of the 13th day of November 1870,



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and the moneys so retained shall in every such half year, in estimating whether there be any residuary or surplus net receipts for that half year to be divided under the provisions of the said principal Indenture of the 30th day of November 1870 between the Secretary of State and the Company, be first taken into account and paid out of the net receipts of the Company, in the same manner as the amount paid by the Secretary of State for the interest mentioned in the fourth clause of the said principal Indenture is so taken into account and paid out of such receipts, except that the rate of exchange applicable to any moneys so retained as aforesaid shall be the prescribed rate of exchange hereinafter mentioned.

*Conversion of Capital.*

18. That all moneys drawn by the Company in India, in respect of or in anticipation of debenture capital issued for the purposes of this Contract, shall be set off at the prescribed rate of exchange against the moneys raised by the issue of such debenture capital and paid into the Bank of England.

*Prescribed Rate of Exchange.*

19. That the prescribed rate of exchange for the purposes of this Contract shall be as follows ; that is to say, the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half year ending either on the 30th day of June or the 31st day of December next preceding the half year in respect of which the conversion is required to be made in the accounts, and so that if the conversion is to be made in the accounts of the first six calendar months of the then current calendar year, the half year shall end on the 31st day of December, and if it is to be made in the accounts of the last six calendar months of the then current calendar year, the half year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half year ending on a 30th day of June or 31st day of December, then any conversion of sterling money into rupees, or rupees into sterling money which would or might under this section, but for this provision, be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half year, shall be made at the average rate obtained during that half year for the best commercial bills payable on demand drawn in London on India, such average rate to be decided by the Comptroller-General at Calcutta.

*New Railway to form part of Company's Undertaking, and former Contracts to apply accordingly.*

20. That the said branch railways shall form part of the undertaking of the Company, and shall revert to the Secretary of State or be surrendered to or purchased by the Secretary of State (if at all) at the same time as and together with the railways subject to the provisions of the principal Indentures to which these presents are expressed to be supplemental or of any of such Indentures, and that subject to the provisions herein-before contained such of the covenants and provisions of the said principal Indentures as are still subsisting and capable of taking effect shall henceforth extend and be applied to the said branch railways and to their appurtenances as hereinafter mentioned ; that is to say, to all land, stations, offices, warehouses, buildings, works, engines, carriages, stock, fixed and other machinery, plant, plans, surveys, sections, books, printings, writings, documents, and conveniences whatsoever relating thereto or connected therewith (other than and except such electric telegraphs and telegraphic appliances as aforesaid), and to the tenure of the land provided therefor, and to the construction, repair, maintenance, protection, working, supervision, and control thereof, and to the sanction of the expenditure thereon, and to the running of trains and the conveyance of goods, passengers, mails, troops, and Government stores thereover, and to the fares and tolls to be charged thereon, and to the ultimate rights of property therein, and the surrender purchase, and taking possession thereof ; and the Secretary of State and the Company shall respectively perform and observe such of the covenants and provisions aforesaid as are by them respectively to be performed and observed, and in the event of the Company committing any breach of or failing to perform or observe any of such covenants or provisions, or any covenant or provision herein contained, and on their part to be performed and observed, the Secretary of State shall have, exercise, and enjoy the powers and remedies conferred upon or enjoyed by him by or under the said principal Indentures, or any of them, in the event of any breach of or failure to perform the cove-



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nants or provisions therein contained, and such powers and remedies shall extend to and be applicable to the said branch railways and all such lands, stations, offices, warehouses, buildings, works, stock, machinery, plant, conveniences, plans, survey, sections, books, printings, writings, and documents as aforesaid.

21. That the notices of purchase dated the 18th day of August 1899, and given by or on behalf of the Secretary of State to the Company, shall be treated as relating to the said branch railway, as well as to the other railways of the Company, and any capital money or stores in the possession of the Company on the 30th day of June 1900, for the purposes of the said branch railways, shall together with the said branch railways as then constructed, be handed over to the Secretary of State.

22. That, subject to the provisions herein-before contained, the covenants and provisions of the said several principal Indentures shall, so far as the same were subsisting immediately before the execution hereof, be and remain in full force and effect as if these presents had not been made and executed.

In witness whereof Sir Dennis Fitzpatrick, K.C.S.I., and Sir John James Hood Gordon, K.C.B., being two members of the Council of India, have hereunto set their hands and seals, and the Great Indian Peninsula Railway Company have hereunto caused their common seal to be affixed, the day and year first above written.

## APPENDIX G.

**This Indenture** made the first day of February 1901 BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called the Secretary of State) of the one part and THE BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY (hereinafter called the Company) of the other part.

WHEREAS by three Indentures dated respectively the 21st day of November 1855, the 2nd day of February 1859, and the 17th day of November 1871, of which the first-mentioned was made between the East India Company of the one part and the Company of the other part, and the two last-mentioned were made between the Secretary of State of the one part and the Company of the other part, the Company agreed to construct, and for a term of 99 years determinable as therein mentioned to work, manage, and maintain, on the terms and under the provisions in the said Indentures contained, as one undertaking, lines of railway from Bombay to Surat, thence to Baroda to Ahmedabad, and thence across the Suburmattee River to Verumgaum and Wadwan, which said lines of railway together with all branches, extensions, improvements, and additions thereto and all other lines of railway, if any, for the time being forming part of the said undertaking, are hereinafter called the Bombay and Baroda Railway.

AND WHEREAS by four Indentures, dated respectively the 24th day of September 1884, the 16th day of March 1888, the 8th day of November 1889, and the 5th day of October 1893, and made between the Secretary of State of the one part and the Company of the other part, the Company agreed to work, manage, and maintain, on the terms and under the provisions in the said Indentures contained, for a term to expire by effluxion of time on the 30th June 1900, but determinable as therein mentioned, as one undertaking, the State Railways hereinafter mentioned, that is to say, the Rajputana-Malwa Railway (as described in the said Indenture of the 24th day of September 1884), the Cawnpore-Achnera Railway, together with the Bindraban branch as part thereof (as described in the said indentures of the 16th day of March 1888, and the 8th day of November 1889), and the Godhra-Rutlam Railway (as described in the said Indenture of the 5th day of October 1893), which said railways together with all branches, extensions, improvements, and additions thereto and all other State Railways (if any) for the time being worked and maintained as part of the undertaking described in the said Indenture of the 24th day of September 1884, are herein-after called "the State Railways" except that if any part or parts of the said railways shall be retransferred to the Secretary of State under the provisions of any of the said indentures or of these presents, then as from the date of any such retransfer the expression "the State Railways" shall not include any part or parts so retransferred.

AND WHEREAS by an Indenture dated the 4th day of June 1896, and made between the Secretary of State of the one part and the Company of the other part, the Company agreed to work, manage, and maintain on the terms and under the provisions in the said Indenture contained, and until the termination of the Contract contained in the said Indenture of the 24th day of September 1884, a railway then proposed and since constructed from Ahmedabad to Prantelj, with an extension to Ahmednagar, and with a further extension in certain events which have not yet happened to Udaipore, which said railway together with all branches, extensions, improvements, and additions thereto for the time being worked and maintained under and subject to the provisions of the said Indenture of the 4th day of June 1896 or any modification thereof, are hereinafter called "the Ahmedabad-Prantelj Railway."

AND WHEREAS by an Indenture dated the 30th day of October 1896, and made between the Secretary of State of the one part and the Company of the other part, the Company agreed to work, manage, and maintain, on the terms and under the provisions in the said Indenture contained and until the termination of the Contract contained in the said Indentures of the 21st day of November 1855 and the 2nd day of February 1859, a railway then proposed and since constructed from Surat to Nundarbar, and thence to Amalner, which said railway, together with all branches, extensions, improvements, and additions thereto, for the time being worked and maintained under and subject to the provisions of the said Indenture of the 30th day of October 1896 or any modification thereof, are hereinafter called the "Tapti Valley Railway."

Appendix G—*contd.*Appendix G.  
Contracts.

AND WHEREAS a Company has been or is about to be formed for the construction of a railway from outside the western fence of the said Rajputana-Malwa Railway Station at Sabarmati to Dholka in Guzerat, and it is proposed that the Secretary of State should enter into agreements with the Company as aforesaid and with the Company party hereto, under which the Company party hereto shall undertake to work, manage, and maintain the said proposed railway during the continuance of this Contract on terms substantially similar to those contained in the said Indenture of the 4th day of June 1896, as modified by these presents; and it has been agreed that, if such Contracts as aforesaid are entered into, these presents shall apply to the said railway, which said railway together with all improvements thereto for the time being worked and maintained under and subject to provisions of the said proposed Contract or any modifications thereof, are hereinafter called the "Sabarmati-Dholka Railway."

AND WHEREAS the Company has requested the Secretary of State to extend the duration of the said Contract contained in the said Indenture of the 24th day of September 1884 until the 31st day of December 1905, and the Secretary of State has agreed so to do upon the terms and with the modifications hereinafter contained.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed as follows :

*Interpretation of Terms.*

1. The expression "the Company's railway system" means and includes the railways hereinafter mentioned, and consists or shall consist of the following component sections, that is to say :—

(a) The Bombay and Baroda Railway.

(b) The State railways.

(c) The Ahmedabad-Prantelj Railway.

(d) The Tapti Valley Railway.

(e) The Sabarmati-Dholka Railway, if and when the Company shall have entered into a contract with the Secretary of State for the working, maintenance, and management thereof.

(f) Any other line or lines of railway which shall, for the time being, during the continuance of this Contract be worked and maintained by the Company as a component section of the Company's railway system.

The expression "gross earnings" means and includes, in reference to any component section which is worked under a Contract or Contracts containing a definition of that expression, the gross earnings as defined by such Contract or Contracts, and, in reference to any other component section, the gross earnings derived from the working of the railway or railways included in such section and from all other sources of income which are treated as revenue of such component section under the provisions of the Contract or Contracts relating thereto.

*Extension of the Contract relating to the Rajputana-Malwa Railway and Contracts co-terminous therewith.*

2. The Contract contained in the said Indenture of the 24th day of September 1884, and every other existing Contract terminating at the same time as that Contract, shall be extended and continue in force subject to the modifications hereinafter contained until the 31st day of December 1905, unless the same respectively be previously determined under any provisions therein contained.

*Duration of Contract.*

3. The provisions of this Contract hereinafter contained shall come into force as on and from the 1st day of July 1900, and this Contract shall continue in force until the 31st day of December 1905, unless the said Contract of the 24th day of September 1884 be previously determined, in which event this Contract shall terminate with that Contract.

*Accounts.*

4. In the accounts kept by the Company of the gross earnings of each component section of the Company's railway system in accordance with the provisions of the

Contract relating to such component section, the gross earnings of any line or lines of a different gauge from that of the main line of the component section of the said system to which such line or lines belong shall be distinguished from the other gross earnings of such component section.

5.—(1) The Company shall keep a General Working Expenses Account for the whole of the Company's Railway system.

(2) Such account shall contain an account of the working expenses of the Company's Railway system, except the working expenses of any line or lines of a different gauge from that of the main line of the component sections of such system to which such line or lines belong, and except the charge which the Secretary of State is entitled to make for the supervision, audit, and control of the Company, in respect of the undertaking mentioned in the said Indenture of the 24th day of September 1884 under Clause 38 (10) and 52 of that Contract.

(3) The expenses to be entered in the said Account as working expenses shall be all such sums, charges, and expenses (with the exceptions aforesaid) as under the provisions of the Contracts for the time being in force regulating the working, management, and maintenance by the Company of the Company's Railway system are treated as working expenses.

(4) The said Account shall be made up half-yearly to the 30th June and the 31st December in each year or to such other days as the Secretary of State shall from time to time prescribe, and shall be regularly submitted by the Company to the Secretary of State who may audit the same either concurrently with or after expenditure, or in both ways as he may think fit, and may in case of any error being discovered therein correct the same within three calendar months after the account containing such error shall have been submitted to him. Every such Account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to the Secretary of State, but nevertheless any error which may subsequently be discovered therein shall be corrected in the then next or in any subsequent General Working Expenses Account or Accounts as the Secretary of State may determine.

(5) As soon as the General Working Expenses Account for any half-year shall have been settled the working expenses in such Account shall be divided between and attributed to the component sections of the Company's Railway system in proportion to the amounts of the gross earnings of such sections respectively for such half-year other than and except the gross earnings of any line or lines of a different gauge from that of the main line of the section to which such line or lines belong.

(6) The share of all working expenses so attributed in respect of any half-year to any component section and the working expenses for such half-year of all lines (if any) belonging to such section of a gauge different from that of the main line of such section shall be deemed to be and dealt with as the actual working expenses during such half-year of such component section.

(7) The Company shall in respect of each component section keep a separate account of the working expenses of any line or lines of a different gauge from that of the main line of the component section to which such line or lines belong, and such accounts shall be kept in accordance with and subject to the provisions of the Contracts relating to the component section to which such accounts refer.

*Net receipts of the Bombay and Baroda Railway.*

6. The moneys to be applied under the provisions of Clause 18 of the said Indenture of the 2nd day of February 1859, or of any modification thereof for the time being in force as net receipts of the Bombay and Baroda Railway for any half-year during the continuance of this contract shall be the net receipts therein mentioned or referred to, and all other receipts (if any) which for the time being are, or but for this clause would have been applicable as therein mentioned after deducting therefrom the working expenses for such half-year of the Bombay and Baroda Railway to be ascertained as herein-before mentioned, and the whole or that portion of the working expenses for such half-year of any other line or lines for the time being worked by the Company which ought in accordance with the provisions of the Contracts relating thereto to be paid out of such receipts as aforesaid, and all other sums (if any) not being working expenses deductible therefrom in accordance with the provisions of the said clause or any modification thereof for the time being in force.

*Application of the Receipts of the State Railways.*

7. The receipts mentioned or referred to in Clause 39 of the said Contract of the 24th day of September 1884 and all other receipts (if any) which for the time being are or but for this provision would have been applicable as therein mentioned, after deducting the working expenses for such half-year of the State Railways to be ascertained as hereinbefore mentioned and the whole or that portion of the working expenses for such half-year of any other line or lines for the time being worked by the Company which ought in accordance with the provisions of the Contracts relating thereto to be paid out of such receipts as aforesaid and all other charges (if any) to Revenue Account (not being working expenses) properly attributable to that half-year shall be applied in the following manner and in the following order:

- (1) In payment of such a sum, not exceeding in any half-year 40 rupees per mile of railway forming part of the said State Railways for the time being open for traffic, as may be required by the Secretary of State to cover the costs and charges of and incidental to the supervision, audit, and control of the Company in respect of the said State Railways by the Secretary of State;
- (2) In payment of such sums (if any) as, according to the rules for the time being in force of the State Railway Provident Institution, shall from time to time be payable with the sanction of the Secretary of State to or for the purposes of that institution, and being contingent on the amount of the receipts of the undertaking which remain after the payments which, under the provisions of this Contract and Clause 38 (d) of the said Indenture of the 24th day of September 1884, are to be included amongst the working expenses in the General Working Expenses Account for such half-year;
- (3) In payment of the percentage on the capital expenditure of the Company on the rolling stock purchased by the Company for the purposes of the Godhra-Rutlam Railway mentioned in and provided for by Clause 4 of the said Indenture of the 5th day of October 1893;
- (4) In payment to the Secretary of State of interest at 4 per cent. per annum on the money standing to the debit of the Capital Account and Stores Account kept under the provisions of the said Indenture of the 16th day of March 1888, and of interest at 5 per cent. per annum on money standing to the debit of the Capital Advance Account and Capital Account and Stores Account kept under the provisions of the said Indenture of the 24th day of September 1884.
- (5) And the surplus (if any) shall belong to the Secretary of State.

The provisions of this clause and of Clause 5 hereof shall be substituted for and supersede Clauses 33, 37, 38 and 39 of the said Indenture of the 24th day of September 1884, and Clause 6 of the said Indenture of 16th day of March 1888, except that Clauses 33 and 38 of the former Indenture shall continue in force for the purpose of ascertaining what sums are to be considered as working expenses in respect of the State Railways.

*As to the re-transfer of portions of the State Railways.*

8. In addition to the power conferred upon the Secretary of State by Clause 9 of the said Indenture of the 24th day of September 1884, the Secretary of State may from time to time or at any time during the continuance of this Contract, request the Company to re-transfer to him all or any part or parts of either or both of the railways hereinafter mentioned, that is to say, (1) the said Cawnpore-Achnera Railway with the said Bindrabhan branch thereof, and (2) the Bhatinda-Ferozepore section of the railway from Rewari to Ferozepore mentioned in the said 9th Clause of the said Indenture, and the Company shall re-transfer the same accordingly, and the provisions of Clause 9 of the said Indenture shall *mutatis mutandis* extend to and apply to any such re-transfer, and the provisions of Clauses 28 and 31 of the said Indenture shall apply to any re-transfer of all or any part of the Bhatinda-Ferozepore section. In the event of the re-transfer of all or any part or parts of the said Cawnpore-Achnera Railway particulars similar to those mentioned in Clause 28 of the said Indenture of the 24th day of September 1884 shall be entered in the Capital Account of that Railway with this variation that the 1st day of October 1886 shall be substituted in

place of the 1st day of January 1885, and the value (to be agreed upon by the Secretary of State and the Company) of any stores re-transferred shall be credited to the Stores Account of that Railway.

*Application of Gross Earnings of the Ahmedabad-Prantelj Railway.*

9. The sum to be paid over to the Company by the Secretary of State in respect of the Ahmedabad-Prantelj Railway under the provisions of Clause 23 of the said Indenture of the 4th day of June 1896 for every half-year during the continuance of this Contract shall be a sum equal (subject to the provision hereinafter contained) to the working expenses for such half-year of the said Railway to be ascertained as hereinbefore mentioned less such sums (if any) as the Secretary of State is entitled to retain under Clause 25 of the said Indenture, provided always that such sum is not in any year to exceed 44 per cent. of the gross earnings of the said Railway for that year, and Clause 23 of the said Indenture shall be modified accordingly.

*Application of Gross Earnings of the Tapti Valley Railway.*

10. The sums to be paid over to the Company by the Secretary of State in respect of the Tapti Valley Railway under the provisions of Clause 23 of the said Indenture of the 30th day of October 1896 for every half-year during the continuance of this Contract shall be a sum equal (subject to the provisions hereinafter contained) to the working expenses for such half-year of the said Railway, to be ascertained as hereinbefore mentioned, less such sums, if any, as the Secretary of State is entitled to retain under Clause 25 of the said Indenture, provided always that such sums shall not in any year exceed 44 per cent. of the gross earnings of the said Railway for that year, and Clause 23 of the said Indenture shall be modified accordingly.

*Time for Commencement of Rebate to the Tapti Valley Railway.*

11. The date from which the Secretary of State shall be entitled to retain the sums mentioned in Clause 25 of the said Indenture of the 30th day of October 1896 by way of rebate shall be the 30th day of June 1900, and Clause 25 of the said Indenture shall be modified accordingly.

*Arbitration Clause.*

12. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents or any clause or thing herein contained, and the construction hereof, or any matter connected with these presents or the operation hereof, or the rights, duties, and liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to arbitration in accordance with the provisions in that behalf contained in the Contracts for the time being in force relating to the component section of the Company's railway system in respect of which such matter as aforesaid shall arise, or in the absence of any such provision in the contracts for the time being in force relating to the component section in respect of which any such matter as aforesaid shall arise, or in case any such matter as aforesaid shall arise affecting more than one of such component sections, or in case the Secretary of State and the Company shall fail to agree as to what provision for arbitration is applicable under this clause to any such matter as aforesaid, then and in every such case such matter as aforesaid shall be referred to two Arbitrators, one to be appointed by each party, pursuant to, and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof.

## APPENDIX H.

This Indenture, made the 18th day of January 1901, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and THE MADRAS RAILWAY COMPANY (hereinafter called "the Company") of the other part.

WHEREAS these presents are supplemental to three Indentures made between the East India Company of the one part, and the Company of the other part, and respectively dated the 22nd day of December 1852, the 19th day of December 1855, and the 13th day of August 1858, and to two Indentures made between the Secretary of State of the one part, and the Company of the other part, and respectively dated the 2nd day of January 1871 and the 13th day of March 1885, which said Indentures are hereinafter referred to as the principal Indentures.

AND WHEREAS it is proposed to construct, on a route to be determined by the Secretary of State, a line of railway to be connected with the existing line of the Company at their station at Calicut, and to proceed thence *via* Cannanore to Baliapatam and Azikhal, with all necessary and proper works and equipments incidental thereto, and the Company have agreed with the Secretary of State to construct and work the said proposed railway as part of their undertaking on the terms and conditions hereinafter contained.

AND WHEREAS it has been agreed between the parties hereto that the Company shall, in pursuance of powers in that behalf vested in them, raise the moneys required to meet the cost of the construction of and equipment of the said proposed railway by the issue of debentures upon the terms hereinafter mentioned, and that the moneys to be raised as aforesaid shall be dealt with in manner hereinafter appearing, and that the Secretary of State shall guarantee the payment of the principal moneys secured by the said debentures, and of the interest thereon, in manner hereinafter mentioned.

AND WHEREAS the expressions "the said line of railway" or "the said railway," whenever the same are hereinafter used, are intended to mean the said proposed line of railway to which this Contract relates, unless there be something in the subject or context repugnant to such construction.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows :

*Selection of Line.*

1. That it shall be lawful for the Secretary of State to determine, fix upon, and select the route and direction of a line of railway on the 5' 6" gauge to be connected with the existing line of the Company at their station at Calicut and to proceed thence *via* Cannanore to Baliapatam and Azikhal.

*Notice of Line.*

2. That the Secretary of State shall give notice to the Company of the line when so selected as aforesaid, or of any part or parts thereof, as such part or parts thereof shall from time to time be fixed upon, and it shall be lawful for the Secretary of State from time to time to alter the said route or direction, or to extend or limit the same, as he shall think fit, after such notice as aforesaid. Provided always, that if any such alteration shall be made after the railway shall have been commenced in a previously selected route or direction, the expense of the said alteration or in any way incident to such alteration, including the cost of all work rendered unnecessary by reason of such alteration, shall be considered as properly incurred by the Company.

*Land.*

3. That the Secretary of State shall after the selection of the route and direction of the said line of railway, or of any part or parts thereof, and from time to time as may be necessary, provide the land which shall be required for the said railway or for the part or parts thereof so selected, and the works connected therewith, and for proper stations, offices, warehouses, and other conveniences for the same, and shall give to the Company possession thereof, and that all land of which possession shall be so given to the Company, which shall not be permanently required for the purposes of the Company, shall as soon as practicable be restored to the Secretary of State.

*Construction and Equipment of Line.*

4. That the Company shall, on receiving possession of the land required for the said railway or any part thereof, forthwith commence and proceed with diligence in the construction of the said railway, with all necessary or proper stations, buildings, works, and conveniences, and with all practicable speed complete and fully equip the same with plant, machinery, and rolling stock in all respects to the satisfaction of the Secretary of State. So soon as the said railway shall be completed for such a distance as in the opinion of the Secretary of State shall be desirable, the Company shall, upon being authorised so to do by the Secretary of State, forthwith open the same for the conveyance of passengers and goods.

*Capital.*

5. That the Company shall pay into the Bank of England to the credit of the Secretary of State the amount actually received in respect of the debentures issued with the sanction of the Secretary of State under clause 11.

*Police during Construction.*

6. That the Secretary of State shall provide and maintain at the cost exclusively of the Company such a force of police as, with the approval of the Secretary of State, the Company shall require for the protection of so much of the said line of railway as shall for the time being be in course of construction, and the cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid on demand from time to time to the Secretary of State by the Company, and shall be deemed to be part of the cost of construction chargeable to capital.

*Telegraphs.*

7.—(1) That the Secretary of State may from time to time establish such electric telegraphs (which term shall throughout this Contract include telephones) as he shall think fit along or upon the said railway, or any part or parts thereof, or any land or works belonging thereto, and maintain and work the electric telegraphs to be established as aforesaid as he shall think fit, and it shall be lawful for him for such purposes or any of them (in addition to the general powers which it is hereby declared that he shall at all times have of entering by agent or otherwise upon all or any land of which he shall, pursuant to this Contract, have allowed the Company to have possession) to enter at all times by his agents, workmen, or others on any part or parts of the said railway or the lands or works belonging thereto, and to erect, place, maintain, make, do, and execute thereon all such buildings, machinery, works, appliances, acts, and things as the Secretary of State shall consider necessary or proper in relation to the construction, maintenance, use, and working of the said electric telegraphs. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works, and appliances erected or brought by him under the powers conferred on him by this clause on the said railway or on any land or works belonging thereto. The Company shall at all times furnish the Secretary of State with such free passes over the said railway, or any parts thereof, as he shall require for persons employed by him in or about or in connection with the construction, maintenance, working, or inspection of the electric telegraphs mentioned in this clause, or any buildings, machinery, works, or appliances appertaining thereto.

(2) That the Secretary of State shall from time to time allow the Company to have the exclusive use of any such electric telegraphs and telegraphic appliances as he shall from time to time consider proper to be used by the Company for the purpose of safely or efficiently working the said railway, or any part or parts thereof. The Secretary of State shall maintain and keep in good repair and in good working condition the electric telegraphs and telegraphic appliances of which the Company shall for the time being be allowed to have the use.

(3) That the Company shall from time to time, upon demand by or on behalf of the Secretary of State, pay into such Government Treasury in India as shall from time to time be appointed for the purpose by the Secretary of State the amount which the Secretary of State shall from time to time require the Company to pay in respect of the charges made from time to time by the Telegraph Department of Her Majesty's Indian Government for rent, maintenance, and inspection of the electric telegraphs and



telegraphic appliances of which the Secretary of State shall from time to time under the provisions of these presents have allowed to the Company the exclusive use, such charges not to be in excess of similar charges for the time being in force in the case of State Railway Telegraphs.

(4) That the Company, if so directed by the Secretary of State, shall in relation to any electric telegraphs or telegraphic appliances of which under the provisions of these presents it shall for the time being be allowed to have the use observe the rules applicable to telegraphs and telegraphic appliances which shall for the time being be in force in the case of State Railway Telegraphs, or such rules as the Secretary of State may from time to time prescribe to be observed by the Company, and the Company, if so directed by the Secretary of State, shall account in such manner as shall be prescribed by the rules which shall for the time being be in force in relation to State Railway Telegraphs, or as the Secretary of State shall require, for the receipts derived from the working of telegraphs and telegraphic appliances.

#### *Capital Account.*

8. That a separate capital account relating to the said railway shall be kept by the Company (such capital account to be called "the West Coast Extension Capital Account of the Madras Railway"), to which account all moneys raised by the Company with the sanction of the Secretary of State for the purposes of the said railway and paid to his credit at the Bank of England shall be carried on the one side, and on the other all moneys from time to time paid by the Company with the sanction of the Secretary of State for the construction of the said railway or any section thereof, and the works and conveniences (other than electric telegraphs and telegraphic appliances) thereto belonging, and for the original cost of engines, carriages, and the plant and machinery provided for the purpose of the said railway, and the cost of providing and maintaining during construction such a force of police as aforesaid, and the cost of maintaining the said line of railway, if the whole shall be open for traffic at the same time, and the cost of maintaining any section thereof, if the same shall be open for traffic in sections under clause 4, with works and conveniences and machinery and stock, in good working condition for two years after the opening thereof respectively; and when and so soon as the said railway and works shall have been completed and equipped with the necessary rolling-stock and plant, and been opened for two years, or at an earlier time or times if the Secretary of State shall require the same, the said capital account shall be made up and a copy shall be furnished to the Secretary of State, and such account shall be audited and certified by the Secretary of State. Upon any additions, alterations, and improvements, such as shall properly be chargeable to the capital account, being thereafter made with the sanction and approval of the Secretary of State to, of, or in the said railway or the works, conveniences, engines, carriages, and other plant and machinery belonging thereto, the cost necessarily incurred in executing such additions, alterations, or improvements shall be added to the said capital account, and the said capital account shall from time to time be made up and stated afresh as occasion shall require and be audited and certified accordingly; and none of the moneys to be carried to the said account shall be carried to or included in the capital account kept by the Company under the provisions of the principal Indenture of the 2nd day of January 1871.

#### *Account of Receipts.*

9. That the Company shall, in such forms and under such heads or divisions as shall be prescribed by the Secretary of State, keep an account of all receipts whatsoever in respect of the said line of railway and the telegraphs (except such receipts as properly belong to the capital account hereinbefore agreed to be kept), and such accounts shall be called "the West Coast Extension Receipts accounts of the Madras Railway Company," and shall be made up half-yearly to the 30th day of June and the 31st day of December in every year, or to such other days in the year as the Secretary of State shall appoint, and shall be regularly transmitted to the Secretary of State, who shall be at liberty at all times in auditing the same accounts to make any corrections therein which may be necessary.

#### *Deposit of Receipts.*

10. That all receipts of the said railway, and of the telegraphs, received by or on account of the Company in India shall be paid into the revenue account of the Madras

Railway Company as prescribed by clause 5 of the principal Indenture of the 2nd January 1871.

*Debentures to be issued.*

11. That for the purpose of providing the moneys which in the opinion of the Secretary of State shall be required by the Company for the construction and equipment of the said railway and works, or otherwise in respect of the matters to be included in the said West Coast Extension Capital Account of the Madras Railway Company, the Company shall, with the sanction of the Secretary of State, issue debentures (not conferring upon the holders thereof the privilege of converting the same into shares or stock of the Company) at such times, and to such amount, and subject to such regulations, and upon such terms and conditions, and in such form, and carrying interest at such rate as shall be approved by the Secretary of State.

*Guarantee by Secretary of State of payment of Principal and Interest secured by such Debentures.*

12. That the provisions contained in the 1st and 2nd clauses of the principal Indenture of the 13th day of March 1885 for the provision by the Secretary of State of the moneys required for the payment of the principal and interest due on the debentures therein mentioned, and otherwise in relation thereto, shall extend and apply, *mutatis mutandis*, to the debentures to be issued under the provisions or for the purposes of this contract and to the principal moneys and interest thereby secured.

*Moneys raised by Debentures not to be "Capital expended by the Company," and treatment of surplus Money.*

13. That no moneys at any time raised or to be raised by the Company by the issue of debentures under the provisions or for the purposes of this contract shall for the purposes of the provisions as to surrender and re-entry contained in the said principal Indenture of the 2nd day of January 1871 (being the 8th and 10th clauses respectively of that Indenture and extended and made applicable to the said line of railway in manner hereinafter appearing), or any of such provisions, be construed to be "capital expended by the Company"; capital expended by the Company having, for the purpose of those clauses and of the application thereof to the said line of railway, only the meaning assigned thereto by the 6th clause of the principal Indenture of the 13th day of March 1885, and the provisions of that clause relating to surplus moneys and interest thereon shall extend and apply to any surplus moneys at any time raised by the Company by the issue of debentures under the provisions or for the purposes of this contract and to the interest thereon.

*Application of Profits.*

14.—(1) That the 6th clause of the principal Indenture of the 2nd day of January 1871 shall not apply to the net receipts of the said line of railway, and that the 3rd clause of the principal Indenture of the 13th day of March 1885 shall not apply to the interest paid by the Secretary of State in respect of any debentures issued under the provisions or for the purposes of this contract.

(2) That for the purposes of this clause the net receipts realised during any half year on the said line of railway, including the telegraphs, shall be the gross receipts of the said line of railway during such half year, less the working expenses during such half year, which said working expenses shall be calculated at the average rate prevailing in such half year over the entire system for the time being of the Company.

(3) That subject to the proviso hereinafter contained, the whole of the net receipts realised during any half year on the said line of railway shall belong to the Secretary of State as part of the revenues of India. Provided always, that in case in any half year such net receipts shall exceed the equivalent in rupee currency, converted at the prescribed rate of exchange, of the aggregate amount of interest payable for such half year by the Secretary of State in respect of any debentures issued under the provisions or for the purposes of this contract, one-fifth of such excess shall belong and be paid to the Company in rupees in India for their own use and benefit.

(4) That in case in any half year hereafter, whether before, during, or after the construction of the said railway, there be no receipts or no net receipts realised during such half year on the said line of railway, or such net receipts (if any) be less than the aggregate amount of such interest as aforesaid payable for such half year, the Secretary of State shall be entitled to retain the amount of such interest or of so much thereof as such net receipts (if any) are insufficient to meet out of the net receipts realised during such half year, and (if there be still a deficiency) during the next succeeding half year, on every line of railway for the time being belonging to the Company, the receipts of which are subject to the provisions of the principal Indenture of the 2nd day of January 1871, and the moneys so retained shall in every such half year, in estimating whether there be any excess of net receipts for that half year to be divided under the provisions of the said principal Indenture between the Secretary of State and the Company, be first taken into account and paid out of the receipts of the Company in the same manner as the amount paid by the Secretary of State for the interest guaranteed on the share capital of the Company is so taken into account and paid out of such receipts, except that the rate of exchange applicable to any moneys so retained as aforesaid shall be the prescribed rate of exchange hereinafter mentioned.

(5) That except so far as may be necessary for carrying out the provisions herein contained, the provisions of the 6th clause of the principal Indenture of the 2nd day of January 1871, and of the 3rd clause of the principal Indenture of the 13th day of March 1885, shall be and remain in full force and effect.

*Conversion of Capital.*

15. That all moneys drawn by the Company in India, in respect of or in anticipation of debenture capital issued for the purposes of this contract, shall be set off at the prescribed rate of exchange against the moneys raised by the issue of such debenture capital and paid into the Bank of England.

*Prescribed Rate of Exchange.*

16. That the prescribed rate of exchange for the purposes of this contract shall be as follows; that is to say, the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half year ending either on the 30th day of June or the 31st day of December next preceding the half year in respect of which the conversion is required to be made in the accounts, and so that if the conversion is to be made in the accounts of the first six calendar months of the then current calendar year, the half year shall end on the 31st day of December, and if it is to be made in the accounts of the last six calendar months of the then current calendar year, the half year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half year ending on a 30th day of June or 31st day of December, then any conversion of sterling money into rupees, or rupees into sterling money, which would or might under this section, but for this provision, be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half year, shall be made at the average rate obtained during that half year for the best commercial bills payable on demand drawn in London on India, such average rate to be decided by the Comptroller-General at Calcutta.

*New Railway to form part of Company's undertaking, and former Contracts to apply accordingly.*

17. That the said line of railway shall form part of the undertaking of the Company and shall be surrendered to or purchased by the Secretary of State (if at all) at the same time as and together with the railways subject to the provisions of the principal Indenture of the 2nd day of January 1871, and that, subject to the provisions hereinbefore contained, such of the covenants and provisions of the principal Indentures of the 22nd day of December 1852, the 19th day of December 1855, the 13th day of August 1858, and the 2nd day of January 1871 as are still subsisting and capable of taking effect shall henceforth extend and be applied to the said railway and to its appurtenances hereinafter mentioned; that is to say, to all land, buildings, works, engines, carriages, stock, fixed and other machinery, plant, plans, surveys, sections, books, printings, writings, documents, and conveniences whatsoever belonging thereto or connected therewith (other than and except such electric telegraphs and telegraphic

**Appendix H.**  
Contracts.**Appendix H—concl'd.**

appliances as aforesaid), and to the tenure of the land provided therefor, and to the repair, maintenance, working, supervision and control thereof, and to the sanction of the expenditure thereon, and to the conveyance of goods, passengers, mails, troops, and Government stores thereover, and to the fairs and tolls to be charged thereon, and to the ultimate rights of property therein, and the surrender, purchase, and taking possession thereof, and the Secretary of State and Company shall respectively perform and observe such of the covenants and provisions aforesaid as are by them respectively to be performed and observed ; and in the event of the Company committing any breach of or failing to perform or observe any of such covenants or provisions or any covenant or provision herein contained and on their part to be performed and observed, the Secretary of State shall have, exercise, and enjoy the powers and remedies conferred upon or enjoyed by him by or under the said principal Indentures or any of them in the event of any breach of or failure to perform the covenants and provisions therein contained, and such powers and remedies shall extend and be applicable to the said railway and to all such lands, buildings, works, engines, carriages, stock, machinery, plant, conveniences, plans, surveys, sections, books, printings, writings, and documents as aforesaid.

18. That subject to the provisions hereinbefore contained, the covenants and provisions of the said several principal Indentures shall, so far as the same were subsisting immediately before the execution hereof, be and remain in full force and effect as if these presents had not been made and executed.

## APPENDIX I.

**This Indenture** made the fifth day of February 1901 BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA hereinafter called the Secretary of State of the one part and THE ROHILKUND AND KUMAON RAILWAY COMPANY LIMITED hereinafter called the Company of the other part.

WHEREAS these presents are supplemental to an Indenture dated the 12th day of October 1882 and made between the parties hereto (hereinafter called the original Contract) to an Indenture dated the 8th day of September 1890 and made between the same parties (hereinafter called the principal Contract) and to an Indenture dated the 31st day of December 1892 and made between the same parties (hereinafter called the capital advance Contract).

AND WHEREAS the Secretary of State in pursuance of powers conferred upon him by the principal Contract by notice in writing dated the 28th day of November 1899 gave the Company notice of his intention to determine the principal Contract on the 31st day of December 1900.

AND WHEREAS it has since been agreed between the Secretary of State and the Company that the said notice shall be withdrawn and that the principal Contract and capital advance Contract shall be modified in the manner hereinafter appearing.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows :—

*Prolongation and Modification of Principal Contract.*

1.—(1) The said notice by the Secretary of State of his intention to determine the principal Contract on the 31st day of December 1900 is hereby withdrawn and subject to the provisions of these presents the respective rights and liabilities of the Secretary of State and the Company under the Contracts to which these presents are supplemental and under all other Contracts existing between them or otherwise shall continue as if the said notice had not been given or the principal Contract determined and the principal Contract shall subject to the provisions hereinafter contained be prolonged and continue in force until determined under the provisions in that behalf contained in clause 10 of these presents.

(2) The provisions hereinafter contained shall unless otherwise expressly provided come into force on the 1st day of January 1901 and the principal Contract and these presents shall be deemed to be and be construed as one Contract and the expression "this Contract" either in the principal Contract or in these presents shall unless the context or circumstances otherwise require be deemed to refer to such one Contract.

*Interpretation of Terms.*

2. The following expressions shall have the meanings hereinafter mentioned instead of the meanings attributed to them respectively by the principal Contract.

The expression "the gross earnings of Railway No. 1" means and includes all receipts from coaching and merchandise traffic over the Company's Railway No. 1 and between any station thereof and any station on the joint line and one-eighth of such receipts from exclusively local traffic on the joint line and such proportion of the receipts from traffic interchanged with the undertaking as is mentioned in Section 6 of these presents and all receipts from the use of telegraphs and the carriage of mails on the Company's Railway No. 1 and all sums received in respect thereof as rents tolls on bridges and from all other sources the receipts from which are treated as revenue on Indian Railways generally. It does not include the sums received by the Company from the system of transport established under Section 35 of the original Contract (which system the Company is to be at liberty to discontinue at any time upon giving to the Secretary of State six months' previous notice in writing of its intention to do so) nor any interest on unexpended capital of the Company.

The expression "the gross earnings of the undertaking" means and includes all receipts from coaching and merchandise traffic over such part or parts of Railways Nos. 2, 3, and 4 as is or are for the time being opened for public traffic (with the exception of such portion of the gross receipts due to the joint line as under the last preceding sub-section of this section is included in the gross earnings of Railway No. 1) and such proportion of the receipts from traffic interchanged with Railway No. 1 as is mentioned in Section 6 of these presents and all receipts from the use of the telegraphs and the carriage of mails thereon and all other sums in respect thereof

## Appendix I. Contracts.

### Appendix I—*contd.*

as rents tolls on bridges and from all other sources the receipts from which are treated as revenue on Indian Railways generally.

The expression "working expenses" when not qualified or limited means and includes the expenses of maintaining and working the open system of which expenses one account only is to be kept. It includes the payments in lieu of forest dues under Section 9 of the original Contract but does not include the expenses of working the system of transport established under Section 35 of the original Contract nor the payment for the improvement of the bridge over the Kitcha River under Section 17 of that Contract.

#### *As to Fares and Rates.*

3. The following Section shall be substituted for section 27 of the principal Contract, that is to say:—

- (1) The Secretary of State shall from time to time authorise maximum and minimum rates within which the Company shall be entitled to charge the public for services rendered by way of or in connection with the conveyance of passengers and goods on the undertaking and shall prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable as well as the extent to which within the maxima and minima so authorised the Company may vary the said rates in respect of the distance or weight or special conditions under which such conveyance takes place or services are rendered.
- (2) The Secretary of State shall give the Company not less than three months' previous notice in writing of his intention to make any change in the existing rates or in the rates or classification so authorised and prescribed and unless the Company shall assent to such change it shall not be operative until the expiry of the said notice. Provided that the Secretary of State may give notice of his intention to change the existing rates as on and from the 1st January 1901 at any time not less than three months previous to that date. Provided also that when the Secretary of State shall declare that a change is necessary to meet a public emergency it shall suffice for him to give such shorter notice as he shall consider reasonable.
- (3) In making charges to the public for services under this clause the Company shall not without the special sanction of the Secretary of State calculate the same otherwise than in accordance with the rates authorised in the manner herein prescribed or make any reduction by rebate or otherwise that will have the effect of bringing any rate actually paid below the minimum authorised in the manner herein stated.
- (4) Notwithstanding anything herein contained the Company may charge for the conveyance of passengers and goods between any station on the joint line and any station on Railway No. 1 the rates and fares in force for the time being on Railway No. 1 under the maximum tariff fixed for that Railway in Section 28 of the original Contract. Provided nevertheless that the Company shall carry on the open system or any part or parts thereof food grains and salt at such rates, not being less than the minimum rate for goods for the time being in force, as the Secretary of State may fix, and shall carry fuel for distances exceeding 100 miles at a rate not exceeding  $\frac{1}{8}$ th pie per maund per mile, loading and unloading of such fuel being done by consignors or consignees.
- (5) The term "goods" shall as regards this section include everything conveyed on the open system passengers only excepted.

#### *Apportionment of Receipts and Interchange of Traffic.*

4. All receipts arising from coaching and merchandise traffic between any station on Railway No. 1 and any station of the joint line and one-eighth of all such receipts from exclusively local traffic on the joint line shall belong to and form part of the gross earnings of Railway No. 1.

5. All receipts arising from coaching and merchandise traffic between any station on any part of the undertaking other than the joint line and any station on the joint line and seven-eighths of all such receipts from exclusively local traffic on the joint line shall belong to and form part of the gross earnings of the undertaking.

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Contracts.

6. All receipts arising from coaching and merchandise traffic between any station on Railway No. 1 and any station on any part of the undertaking other than the joint line or on any other line in connection with the undertaking shall be divided between Railway No. 1 and the undertaking in proportion to the number of miles of Railway No. 1 and of the undertaking respectively over which such traffic shall have been carried and for the purpose of such apportionment two miles of Railway No. 1 shall be deemed to be equivalent to three miles of the undertaking. All receipts to which Railway No. 1 and the undertaking are respectively entitled under this section shall form part of the gross earnings of Railway No. 1 and the undertaking respectively.

*Transport from Katgodam to Naini Tal Brewery.*

7.—(1) The Company shall keep a separate account of all moneys received from the transport of passengers and goods over the road from Katgodam to Naini Tal Brewery mentioned in the original Contract or any part of such road and of all expenses properly attributable to revenue incurred by them with the sanction of the Secretary of State in working and maintaining the system of transport over such road in accordance with the provisions of the original Contract, but without including therein any portion of the general expenses of the management of the Company. The said account shall be made up and balanced at the end of every half-year and all such expenses as aforesaid shall so far as possible be borne by the receipts aforesaid for the half-year to which such expenses are properly attributable.

(2) If at the end of any half-year the said account shows a balance of receipts over payments the amount of such balance shall be paid over to the Company when the "net earnings" of Railway No. 1 for such half-year are paid over to the Company and shall form part of the "net earnings" of that Railway for that half-year.

(3) If at the end of any half-year the said account shows a deficiency of receipts with respect to payments the amount of such deficiency shall be retained by the Secretary of State from the gross earnings of Railway No. 1 as if such deficiency were part of the working expenses of that railway referred to in Section 55 of the principal Contract.

(4) All such receipts as aforesaid shall for the purposes of Section 33 of the principal Contract be deemed to form part of the gross earnings of Railway No. 1.

*Secretary of State's Capital of the Undertaking.*

8. Notwithstanding the provisions of Section 49 of the principal Contract the Secretary of State's capital in the undertaking shall for the purposes of Sub-section 4 of Section 56 of the principal Contract be taken to be the aggregate amount for the time being advanced by the Secretary of State to the Company for capital purposes of the undertaking (other than and except the sum of Rs 20,34,195 raised by the issue of 147,000% debentures mentioned in the capital advance Contract) and the amount at debit of Part I of the capital account.

*Interest on Advances.*

9. All sums to be advanced by the Secretary of State after the 31st December 1900 under Section 2 of the capital advance Contract shall bear interest at the rate of  $3\frac{1}{2}$  per cent. per annum and the proviso at the end of Section 5 of that Contract shall be read as though the words " $3\frac{1}{2}$  per cent." were substituted for the words "4 per cent." in such proviso.

*As to Determination of the Contract.*

10. The following section shall be substituted for Section 78 of the principal Contract and any reference to that Section in the principal Contract shall be deemed to refer to this section—

"The Secretary of State may determine this contract on the 31st day of December 1907 or on the 31st day of December in any subsequent year upon giving to the Company in London not less than twelve calendar months' previous notice in writing of such determination and upon the expiration of such notice this Contract shall thereupon absolutely cease and determine but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken."

## APPENDIX J.

An Agreement made this second day of December 1899 BETWEEN THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE (hereinafter called "the Government") of the one part and THE SOUTHERN MAHRATTA RAILWAY COMPANY, LIMITED, a Joint Stock Company with limited liability having its registered office in London (hereinafter called "the Company") of the other part.

WHEREAS a portion of the line of railway from Yesvantpur to Guntakal *via* Hindupur and Dharmavaram—namely the portion from Yesvantpur to the frontier of the State (hereinafter referred to as the "Hindupur Railway")—has been constructed by the Government and forms part of the Mysore State Railway ;

AND WHEREAS the Government and the Company have agreed that the Company shall maintain and work the Hindupur Railway upon the terms and conditions hereinafter contained ;

NOW THESE PRESENTS WITNESS and it is hereby mutually agreed and declared by and between the parties hereto as follows :—

1. Throughout this Agreement, unless otherwise stated, or unless there is something repugnant in the context, the following terms are to have the meaning set opposite to each of them, respectively, namely :—

## Definitions.

- (a) The expression "The Government" means the Government of His Highness the Maharaja of Mysore, their successors in office and assigns.
- (b) "The Company" means the Southern Mahratta Railway Company, Limited, their successors and assigns.
- (c) The "Hindupur Railway" means the railway from Yesvantpur to the frontier of the State forming a portion of the Yesvantpur-Guntakal Railway *via* Hindupur and Dharmavaram.
- (d) The "Consulting Engineer" means the Consulting Engineer to the Government of Bombay and his successors in office.
- (e) "The Resident" means the British Resident in Mysore and his successors in office.
- (f) The "State Engineer" means the Head of the State Public Works Department of the Government in the Railway Branch, and his successors in office.
- (g) "Mysore Contract" means the contract dated the 31st day of August 1887, and made between the Secretary of State for India in Council and the Southern Mahratta Railway Company, Limited, and relating to the Mysore State railway.
- (h) "New Minor Works" means new minor works the expenditure on which is chargeable to Revenue, as defined in clause 48 (1) of the Mysore contract.
- (i) "The Company's Railway system" shall mean and include the entire system of Railways worked by the Company, including the Hindupur Railway.

2. This Agreement shall be taken to have commenced and come into force as from the 17th day of September 1893 and shall be and remain in force until the 31st December 1904 and shall be terminable then or on the 1st day of January or the 1st day of July in any year thereafter on 12 months' notice in writing being given by either party to this Agreement to the other, but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken. If not terminated sooner, this Agreement will terminate, without prior notice, on the date on which the Mysore contract may terminate.

## Duration of Agreement.

3. The Hindupur Railway (including the Stations, Station-buildings, Sidings, Furniture, Weighing-machines, Dwellings for the staff, Level-crossings, Signals, Signal lamps, Watering arrangements and all other necessary Station machinery and appliances for working the

## Completion of Works.



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railway, together with any additions thereto, which may from time to time be found necessary) shall be thoroughly made, finished and equipped by the Government at its own cost.

4. An inventory of the Hindupur Railway and of the works, plant and machinery connected therewith as well as any supplements to such inventory as may from time to time be necessary shall be made signed and delivered by the Company to the Government.

Inventory.

5. The Company shall make up and deliver to the Government an account of all such stores delivered to the Company on the 17th day of September 1893 and of the value of such stores, the value thereof (except in those cases if any in which a different value is agreed upon by the Government and the Company) shall be taken as entered in the accounts of the Hindupur Railway.

Stores account.

6. During the continuance of this contract, the Company shall maintain the Hindupur Railway together with the plant and machinery and keep the same in good repair and good working condition and supplied with sufficient rolling stock, plant and machinery as if it were part of the Company's railway system, and shall do all in their power to develop the traffic on the Hindupur Railway and shall manage, use and work the Hindupur Railway and shall convey traffic thereon.

Responsibility of Company.

7. No new works chargeable to capital shall be commenced until the approval of the Government has been first had and obtained in writing, and the necessary funds have been supplied to the Company for their construction by the Government.

Construction of New Works.

8. The Government will provide for the Company any land that may at any time be required for the Hindupur Railway.

Land.

9. All correspondence connected with the working of the Hindupur Railway under any of the clauses of this Agreement shall, so far as questions affecting principles and important matters are concerned, be conducted between the Government and the Company's Agent for the time being through the medium of the Resident in Mysore and the Consulting Engineer, but in ordinary matters the Government shall, if it desires to do so, correspond with the Company's Agent through their own officials.

Mode of communication between parties.

10. The Company shall execute such new minor works as may from time to time be necessary, after having first obtained the sanction of the Government for so doing.

Construction of New Minor Works.

11. During the continuance of this Agreement, the whole of the Rolling Stock, including Locomotives, Carriages, Wagons, Sheets and other appliances for the proper equipment and efficient working of the Hindupur Railway shall be provided by the Company free of charge to the Government.

Rolling Stock.

12. The Company shall have the entire control of the Train and Traffic arrangements of the Hindupur Railway, and shall, during the continuance of this Agreement, cause to be run upon the Hindupur Railway, or such portion thereof as for the time being shall have been opened for public traffic so many trains, at such times, at such rates of speed, between such places, and with such conveniences and accommodation, as the traffic shall from time to time require after duly considering any recommendations or suggestions from the Government, and provided that at least one train shall be run daily throughout the entire length in each direction.

Control of Traffic.

13. The Company shall provide the whole of the staff required for the efficient working and maintenance of the Hindupur Railway, together with all materials, stores, etc., required for such purpose.

Staff.

14. The Company shall arrange with the Government of India, or otherwise, for the supply and maintenance of the requisite Telegraphs and Telegraph appliances, and payments on account of rental and maintenance shall form part of the working expenses of the Company's railway system and the Hindupur Railway as defined in clause 1 herein; and the

Telegraphs.

necessary equipment of the Telegraph Offices at Stations, together with any additions thereto, which may from time to time be found necessary, shall be provided, finished and equipped at the cost of the Government.

15. The Company shall record and keep in proper books full and particular  
Accounts. accounts of all its transactions and correspondence in any way relating to or affecting the Hindupur Railway or the business thereof or any of the matters or things included or referred to in this contract so as at all times to exhibit fully and truly the state of its affairs in relation thereto, and the Government or any person or persons appointed by them in their behalf shall at all reasonable times have free access to all the books, accounts, papers and documents of the Company relating to the Hindupur Railway with power to call for or make copies of or extracts from the same. And the Government shall always have power to inspect any new works under construction through the State Engineer or other officer.

16. The Company shall keep a separate Revenue Account of the Hindupur  
Revenue Account. Railway containing an account of the gross receipts of the said section, and an account of the working expenses thereof, calculated in manner hereinafter provided.

17. The working expenses of the Hindupur Railway shall be arrived at in the  
Working Expenses. following manner:—At the end of each half year the total expenses of working and maintaining the whole of the Company's Railway system shall be ascertained, and from the total sum there shall be deducted the expenditure on new minor works which shall be debited direct to each of the railways to which the works appertain, and the balance shall be divided between the Hindupur Railway and the other railways comprised in the Company's Railway system in the proportion which the gross receipts of the Hindupur Railway bear to the gross receipts of such other railways; and the sum so ascertained, added to the cost of new minor works, shall be deemed to be the working expenses of the Hindupur Railway for such half year.

18. For the purposes of the two preceding clauses the Company shall be deemed to have worked the various portions of the Hindupur Railway from the respective dates following; that is to say:—

The portion from Yesvantpur to Dodballapur from the 15th day of December 1892.

The portion from Dodballapur to the Mysore Frontier from the 17th day of September 1893.

19. From the gross receipts of the Hindupur Railway for each half year the work-  
Profits to Government. ing expenses (ascertained as provided by clause 17) shall be deducted; and the residue shall be paid by the Company to the Government.

20. (a) The rates and fares charged for the conveyance of goods, coaching and  
Rates and Fares. passenger traffic on and over the Hindupur Railway shall be subject to the general provisions of the Mysore contract in this behalf. The ordinary rates and fares charged shall be on the same mileage scale as is charged on the other lines either worked or owned by the Company. Special rates and fares shall not exceed the maximum nor be less than the minimum prescribed for the Railways of the British Government worked by the Company.

(b) The Company may book and carry all traffic by any route at its discretion; provided that when the Hindupur Railway forms part of the shortest route, it shall be credited with the earnings as if the traffic had been carried by the shortest route of which it formed a part, at the rates and fares prescribed in sub-clause 20 (a).

(c) Subject to the provisions of sub-clauses (a) and (b), all through rates and fares shall be divided between the Hindupur Railway and the other railways comprised in the Company's Railway system in mileage proportion, after deducting terminals, if any.

(d) The same terminals shall be charged on the Hindupur Railway as shall for the time being be in force on other railways worked by the Company; but, except when specially sanctioned by the Government of India, no terminal charge shall

exceed 3 pies per maund, nor shall be levied elsewhere than at the station of origin or the station of destination.

21. The Company shall not, as between members of the public or railway administrations, make or give any undue or unreasonable preference or advantage to or in favour of any particular person or railway administration, or any particular description of traffic, or subject any particular person or railway administration to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

22. All services which on the Hindupur Railway the Government of India or the Government shall require the Company to perform for the Post Office, the Military Department, the Police Department or any other Department of the State or for high Government officials (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in India), the conveyance of Post Office servants when on duty, the conveyance of troops and sailors, Military and Naval establishments, horses and other animals used for military purposes, guns, military stores and equipments, the conveyance of police prisoners and paupers, the conveyance of Telegraph stores, instruments, officers, and workmen, and of any public stores whatever, inclusive of stores for any other State Railway, shall be performed by the Company on the same general conditions and at the same rates and under the same conditions as may for the time being be in force under the Mysore contract.

23. Upon the determination of this contract under clause 2 herein, the Company shall give to the Government possession of the Hindupur Railway together with the plant and machinery belonging thereto and all stores in hand or in course of delivery on the day of the determination of the contract, and all plants, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with the Hindupur Railway and all other property (if any) belonging or appertaining thereto, and shall pay to the Government all moneys in the possession of the Company on account of the Hindupur Railway. And after such possession shall have been given and after all moneys which under this contract shall have become payable to the Government shall have been duly paid, the Government shall be bound to indemnify the Company its property and effects against all such debts and liabilities (if any) as it may have incurred on behalf of the Hindupur Railway and which shall be then subsisting.

24. Upon the termination of this contract, the working stores appertaining to the Hindupur Railway which may have been provided by the Company shall, if mutually agreed, be taken over by the Government at a valuation to be determined by mutual agreement, or, if necessary, by arbitration.

25. In the event of any difference of opinion arising upon any of the terms of this Agreement between the Government and the Company, the matter shall be either decided by arbitration under the terms of the Mysore contract, or referred through the Bombay Government to the Government of India whose decision shall be final and binding on both parties.

26. This Agreement shall be understood as far as may be as supplementary to the provisions contained in the Mysore contract and the said provisions shall apply as far as may be to all matters not expressly provided for herein.

## APPENDIX K.

An Agreement made this Second day of December 1899 BETWEEN THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE (hereinafter called "the Government") of the one part and the SOUTHERN MAHRATTA RAILWAY COMPANY, LIMITED, a Joint Stock Company with limited liability having its registered office in London (hereinafter called "the Company") of the other part.

WHEREAS a line of Railway from Birur to Shimoga (hereinafter referred to as the "Shimoga Railway") has been constructed by the Government and forms part of the Mysore State Railway;

AND WHEREAS the Government and the Company have agreed that the Company shall maintain and work the Shimoga Railway upon the terms and conditions hereinafter contained;

NOW THESE PRESENTS WITNESS, and it is hereby mutually agreed and declared by and between the parties hereto as follows:—

1. Throughout this agreement, unless otherwise stated, or unless there is something repugnant in the context, the following terms are to have the meaning set opposite to each of them respectively, namely:—

Definitions.

- (a) The expression "The Government" means the Government of His Highness the Maharaja of Mysore, their successors in office and assigns.
- (b) "The Company" means the Southern Mahratta Railway Company, Limited, their successors and assigns.
- (c) The "Shimoga Railway" means the Railway from Birur to Shimoga.
- (d) The "Consulting Engineer" means the Consulting Engineer to the Government of Bombay and his successors in office.
- (e) "The Resident" means the British Resident in Mysore and his successors in office.
- (f) The "State Engineer" means the Head of the State Public Works Department of the Government in the Railway Branch, and his successors in office.
- (g) "Mysore Contract" means the contract dated the 31st day of August 1887, and made between the Secretary of State for India in Council and the Southern Mahratta Railway Company, Limited, and relating to the Mysore State Railway.
- (h) "New Minor Works" means new minor works the expenditure on which is chargeable to Revenue, as defined in clause 48 (1) of the Mysore contract.
- (i) "Company's Railway system" shall mean and include the entire system of Railways worked by the Company, including the Shimoga Railway.

2. This agreement shall be taken to have commenced and come into force as from the 1st day of December 1899 and shall be and remain in force until the 31st day of December 1904 and

Duration of Agreement.

shall be terminable then or on the 1st day of January or the 1st day of July in any year thereafter on 12 months' notice in writing being given by either party to this Agreement to the other, but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken. If not terminated sooner, this Agreement will terminate, without prior notice, on the date on which the Mysore contract may terminate.

3. The Shimoga Railway (including the Stations, Station-buildings, Sidings, Furniture, Weighing-machines, Dwellings for the staff, Level-crossings, Signals, Signal lamps, Watering arrangements and all other necessary Station machinery and appliances for working the Railway, together with any additions thereto, which may from time to time be found necessary) shall be thoroughly made, finished and equipped by the Government at its own cost.

Completion of Works.

## Appendix K—contd.

Appendix K.  
Contracts.

4. An inventory of the Shimoga Railway and of the works, plant and machinery connected therewith as well as any supplements to such inventory as may from time to time be necessary shall be made, signed and delivered by the Company to the Government.  
Inventory.
5. The Company shall make up and deliver to the Government an account of all such stores delivered to the Company on the 1st day of December 1899 and of the value of such stores, the value thereof (except in those cases if any in which a different value is agreed upon by the Government and the Company) shall be taken as entered in the accounts of the Shimoga Railway.  
Stores account.
6. During the continuance of this contract, the Company shall maintain the Shimoga Railway together with the plant and machinery and keep the same in good repair and good working condition and supplied with sufficient rolling stock, plant and machinery as if it were part of the Company's Railway system, and shall do all in their power to develop the traffic on the Shimoga Railway and shall manage, use and work the Shimoga Railway and shall convey traffic thereon.  
Responsibility of Company.
7. No new works chargeable to capital shall be commenced until the approval of the Government has been first had and obtained in writing and the necessary funds have been supplied to the Company for their construction by the Government.  
Construction of New Works.
8. The Government will provide for Company any land that may at any time be required for the Shimoga Railway.  
Land.
9. All correspondence connected with the working of the Shimoga Railway under any of the clauses of this Agreement shall, so far as questions affecting principles and important matters are concerned, be conducted between the Government and the Company's Agent for the time being through the medium of the Resident in Mysore and the Consulting Engineer, but in ordinary matters the Government shall, if it desires to do so, correspond with the Company's Agent through their own officials.  
Mode of communications between parties.
10. The Company shall execute such new minor works as may from time to time be necessary, after having first obtained the sanction of the Government for so doing.  
Construction of new Minor Works.
11. During the continuance of this Agreement, the whole of the Rolling Stock, including Locomotives, Carriages, Wagons, Sheets and all other appliances for the proper equipment and efficient working of the Shimoga Railway, shall be provided by the Company free of charge to the Government.  
Rolling Stock.
12. The Company shall have the entire control of the Train and Traffic arrangements of the Shimoga Railway, and shall, during the continuance of this Agreement, cause to be run upon the Shimoga Railway, or such portion thereof as for the time being shall have been opened for public traffic, so many trains, at such times, at such rates of speed between such places, and with such conveniences and accommodation, as the traffic shall from time to time require after duly considering any recommendations or suggestions, from the Government, and provided that at least one train shall be run daily throughout the entire length in each direction.  
Control of Traffic.
13. The Company shall provide the whole of the staff required for the efficient working and maintenance of the Shimoga Railway, together with all materials, stores, etc., required for such purpose.  
Staff.
14. The Company shall arrange with the Government of India, or otherwise, for the supply and maintenance of the requisite Telegraphs and Telegraph appliances, and payments on account of rental and maintenance shall form part of the working expenses of the Company's Railway system and the Shimoga Railway as defined in clause I herein; and the necessary equipment of the Telegraph Offices at Stations, together with any additions thereto, which may from time to time be found necessary, shall be provided, finished and equipped at the cost of the Government.

**Appendix K.**  
Contracts.

**Appendix K—contd.**

15. The Company shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Shimoga Railway or the business thereof or any of the matters or things included or referred to in this contract so as at all times to exhibit fully and truly the state of its affairs in relation thereto, and the Government or any person or persons appointed by them in their behalf shall at all reasonable times have free access to all the books, accounts papers and documents of the Company relating to the Shimoga Railway with power to call for or make copies of or extracts from the same. And the Government shall always have power to inspect any new works under construction through the State Engineer or other officer.

16. The Company shall keep a separate Revenue Account of the Shimoga Railway containing an account of the gross receipts of the said section, and an account of the working expenses thereof, calculated in manner hereinafter provided.

17. The working expenses of the Shimoga railway shall be arrived at in the following manner:—At the end of each half year the total expenses of working and maintaining the whole of the Company's Railway system shall be ascertained, and from the total sum there shall be deducted the expenditure on new minor works which shall be debited direct to each of the railways to which the works appertain, and the balance shall be divided between the Shimoga Railway and other railways comprised in the Company's Railway system in the proportion which the gross receipts of the Shimoga Railway bear to the gross receipts of such other Railways; and the sum so ascertained, added to the cost of new minor works, shall be deemed to be the working expenses of the Shimoga Railway for such half year.

18. For the purposes of the two preceding clauses the Company shall be deemed to have worked the Shimoga Railway from 1st day of December 1899.

19. From the gross receipts of the Shimoga Railway for each half year the working expenses (ascertained as provided by clause 17) shall be deducted; and the residue shall be paid by the Company to the Government.

20. (a) The rates and fares charged for the conveyance of goods, coaching and passenger traffic on and over the Shimoga Railway shall be subject to the general provisions of the Mysore contract in this behalf. The ordinary rates and fares charged shall be on the same mileage scale as is charged on the other lines either worked or owned by the Company. Special rates and fares shall not exceed the maximum nor be less than the minimum prescribed for the Railways of the British Government worked by the Company.

(b) Subject to the provisions of sub-clause (a) all through rates and fares shall be divided between the Shimoga Railway and the other railways comprised in the Company's Railway system in mileage proportion, after deducting terminals, if any.

(c) The same terminals shall be charged on the Shimoga Railway as shall for the time being be in force on other railways worked by the Company; but, except when specially sanctioned by the Government of India, no terminal charge shall exceed 3 pies per maund, nor shall be levied elsewhere than at the station of origin or the station of destination.

21. The Company shall not, as between members of the public or railway administrations, make or give any undue or unreasonable preference or advantage to or in favour of any particular person or railway administration, or any particular description of traffic, or subject any particular person or railway administration to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

22. All services which on the Shimoga Railway the Government of India or the Government shall require the Company to perform for the Post Office, the Military Department, the Police Department or any other Department of the State or for high Government officials (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in India), the conveyance of Post Office

## Appendix K—concl'd.

Appendix K.  
Contracts.

servants when on duty, the conveyance of troops and sailors, Military and Naval establishments, horses and other animals used for Military purposes, guns, Military stores and equipments, the conveyance of Police prisoners and paupers, the conveyance of Telegraph stores, instruments, officers and workmen, and of any public stores whatever, inclusive of stores for any other State Railway, shall be performed by the Company on the same general conditions and at the same rates and under the same conditions as may for the time being be in force under the Mysore contract.

23. Upon the determination of this contract under clause 2 herein, the Company shall give to the Government possession of the Shimoga Railway together with the plant and machinery belonging thereto and all stores in hand or in course of delivery on the day of the determination of the contract, and all plants, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with the Shimoga Railway and all other property (if any) belonging or appertaining thereto, and shall pay to the Government all moneys in the possession of the Company on account of the Shimoga Railway. And after such possession shall have been given and after all moneys which under this contract shall have become payable to the Government shall have been duly paid, the Government shall be bound to indemnify the Company its property and effects against all such debts and liabilities (if any) as it may have incurred on behalf of the Shimoga Railway and which shall be then subsisting.

24. Upon the termination of this contract, the working stores appertaining to the Shimoga Railway which may have been provided by the Company shall, if mutually agreed, be taken over by the Government at a valuation to be determined by mutual agreement, or, if necessary, by arbitration.

25. In the event of any difference of opinion arising upon any of the terms of this Agreement between the Government and the Company, the matter shall be either decided by arbitration under the terms of the Mysore contract, or referred through the Bombay Government to the Government of India whose decision shall be final and binding on both parties.

26. This Agreement shall be understood as far as may be as supplementary to the provisions contained in the Mysore contract, and the said provisions shall apply as far as may be to all matters not expressly provided for herein.

**An Agreement** made this 14th day of December 1899 BETWEEN THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE (hereinafter called "the Government") of the one and part THE SOUTHERN MAHRATTA RAILWAY COMPANY, LIMITED, a Joint Stock Company with limited liability having its registered office in London (hereinafter called "the Company") of the other part.

WHEREAS a portion of the line of Railway from Mysore to Nanjangud (hereinafter referred to as the "Nanjangud Railway")—has been constructed by the Government and forms part of the Mysore State Railway ;

AND WHEREAS the Government and the Company have agreed that the Company shall maintain and work the Nanjangud Railway upon the terms and conditions hereinafter contained ;

NOW THESE PRESENT WITNESS and it is hereby mutually agreed and declared by and between the parties hereto as follows :—

1. Throughout this Agreement, unless otherwise stated, or unless there is something repugnant in the context, the following terms are to have the meaning set opposite to each of them respectively, namely :—

- (a) The expression "The Government" means the Government of His Highness the Maharaja of Mysore, their successors in office and assigns.
- (b) "The Company" means the Southern Mahratta Railway Company, Limited, their successors and assigns.
- (c) The "Nanjangud Railway" means the Railway from Mysore to Nanjangud.
- (d) The "Consulting Engineer" means the Consulting Engineer to the Government of Bombay and his successors in office.
- (e) "The Resident" means the British Resident in Mysore and his successors in office.
- (f) The "State Engineer" means the Head of the State Public Works Department of the Government in the Railway Branch, and his successors in office.
- (g) "Mysore Contract" means the contract dated the 31st day of August 1887, and made between the Secretary of State for India in Council and the Southern Mahratta Railway Company, Limited, and relating to the Mysore State Railway.
- (h) "New Minor Works" means new minor works the expenditure on which is chargeable to Revenue, as defined in clause 48 (1) of the Mysore Contract.
- (i) "The Company's Railway system" shall mean and include the entire system of Railways worked by the Company, including the Nanjangud Railway.

2. The Agreement shall be taken to have commenced and come into force as from the 1st day of December 1891 and shall be and remain in force until the 30th day of June 1900 and shall be terminable then or on the 1st day of January or the 1st day of July in any year thereafter on 6 months' notice in writing being given by either party to this Agreement to the other, but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken. If not terminated sooner, this Agreement will terminate, without prior notice on the date on which the Mysore Contract may terminate.

3. The Nanjangud Railway (including the Stations, Station-buildings, Sidings Furniture, Weighing-machines, Dwellings for the staff, Level-crossings, Signals, Signal lamps, Watering arrangements and all other necessary Station machinery and appliances for working the Railway, together with any additions thereto, which may from time to time be found necessary) shall be thoroughly made, finished and equipped by the Government at its own cost.



4. An inventory of the Nanjangud Railway and of the works, plant and machinery connected therewith as well as any supplements to such inventory as may from time to time be necessary shall be made, signed and delivered by the Company to the Government.

Inventory.

5. The Company shall make up and deliver to the Government an account of all such stores delivered to the Company on the 1st day of December 1891 and of the value of such stores, the value thereof (except in those cases, if any, in which a different value is agreed upon by the Government and the Company) shall be taken as entered in the accounts of the Nanjangud Railway.

Stores Account.

6. During the continuance of this Contract, the Company shall maintain the Nanjangud Railway together with the plant and machinery and keep the same in good repair and good working condition and supplied with sufficient rolling stock, plant and machinery as if it were part of the Company's Railway system, and shall do all in their power to develop the traffic on the Nanjangud Railway and shall manage, use and work the Nanjangud Railway and shall convey traffic thereon.

Responsibility of Company.

7. No new works chargeable to Capital shall be commenced until the approval of the Government has been first had and obtained in writing, and the necessary funds have been supplied to the Company for their construction by the Government.

Construction of New Works.

8. The Government will provide for the Company any land that may at any time be required for the Nanjangud railway.

Land.

9. All correspondence connected with the working of the Nanjangud Railway under any of the clauses of this Agreement shall, so far as questions affecting principles and important matters are concerned, be conducted between the Government and the Company's Agent for the time being through the medium of the Resident in Mysore and the Consulting Engineer, but in ordinary matters the Government shall, if it desires to do so, correspond with the Company's Agent through their own officials.

Mode of communication between parties.

10. The Company shall execute such new minor works as may from time to time be necessary, after having first obtained the sanction of the Government for so doing.

Construction of New Minor Works.

11. During the continuance of this Agreement, the whole of the Rolling Stock including Locomotives, Carriages, Wagons, Sheets and all other appliances for the proper equipment and efficient working of the Nanjangud Railway, shall be provided by the Company free of charge to the Government.

Rolling Stock.

12. The Company shall have the entire control of the Train and Traffic arrangements of the Nanjangud Railway, and shall, during the continuance of this Agreement, cause to be run upon the Nanjangud Railway, or such portion thereof as for the time being shall have been opened for public traffic, so many trains at such times at such rates of speed, between such places, and with such conveniences and accommodation, as the traffic shall from time to time require after duly considering any recommendations or suggestions from the Government, and provided that at least one train shall be run daily throughout the entire length in each direction.

Control of Traffic.

13. The Company shall provide the whole of the Staff required for the efficient working and maintenance of the Nanjangud Railway, together with all materials, stores, etc., required for such purpose.

Staff.

14. The Company shall arrange with the Government of India, or otherwise, for the supply and maintenance of the requisite telegraphs and telegraph appliances, and payments on account of rental and maintenance shall form part of the working expenses of the Company's Railway System, and the Nanjangud railway as defined in clause 1 herein; and the necessary equipment of the Telegraph Offices at Stations, together with any additions thereto, which may from time to time be found necessary, shall be provided, finished and equipped at the cost of the Government.

Telegraphs.

15. The Company shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Nanjangud Railway or the business thereof or any of the matters or things included or referred to in this contract so as at all times to exhibit fully and truly the state of its affairs in relation thereto, and the Government or any person or persons appointed by them in their behalf shall at all reasonable times have free access to all the books, accounts, papers and documents of the Company relating to the Nanjangud Railway with power to call for or make copies of or extracts from the same. And the Government shall always have power to inspect any new works under construction through the State Engineer or other Officer.

16. The Company shall keep a separate Revenue Account of the Nanjangud Railway containing account of the gross receipts of the said section, and an account of the working expenses thereof, calculated in manner hereinafter provided.

17. The working expenses of the Nanjangud Railway shall be arrived at in the following manner:—At the end of each half-year the total expenses of working and maintaining the whole of the Company's Railway System shall be ascertained, and from the total sum there shall be deducted the expenditure on new minor works which shall be debited direct to each of the Railways to which the works appertain, and the balance shall be divided between the Nanjangud Railway and the other railways comprised in the Company's Railway system in the proportion which the gross receipts of the Nanjangud Railway bear to the gross receipts of such other railways; and the sum so ascertained, added to the cost of new minor works, shall be deemed to be the working expenses of the Nanjangud Railway for such half year.

18. For the purposes of the two preceding clauses the Company shall be deemed to have worked the Nanjangud Railway from the 1st day of December 1891.

19. From the gross receipts of the Nanjangud Railway for each half year, the working expenses (ascertained as provided by clause 17) shall be deducted; and the residue shall be paid by the Company to the Government.

20. (a) The rates and fares charged for the conveyance of goods, coaching and passenger traffic on and over the Nanjangud Railway shall be subject to the general provisions of the Mysore Contract in this behalf. The ordinary rates and fares charged shall be on the same mileage scale as is charged on the other lines either worked or owned by the Company. Special rates and fares shall not exceed the maximum nor be less than the minimum prescribed for the Railways of the British Government worked by the Company.

(b) Subject to the provisions of sub-clause (a) all through rates and fares shall be divided between the Nanjangud Railway and the other railways comprised in the Company's Railway system in mileage proportion, after deducting terminals, if any.

(c) The same terminals shall be charged on the Nanjangud Railway as shall for the time being be in force on other railways worked by the Company; but, except when specially sanctioned by the Government of India, no terminal charge shall exceed 3 pies per maund, nor shall be levied elsewhere than at the station of origin or the station of destination.

21. The Company shall not, as between members of the public or railway administrations, make or give any undue or unreasonable preference or advantage to or in favour of any particular person or railway administration, or any particular description of traffic, or subject any particular person or railway administration to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

22. All services which on the Nanjangud Railway the Government of India or the Government shall require the Company to perform for the Post Office, the Military Department, the Police Department or any other Department of the State or for high Government officials (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in India), the conveyance of Post Office servants when on duty, the conveyance of troops and sailors, Military and Naval establish-

ments, horses and other animals used for Military purposes, guns, Military stores and equipments, the conveyance of Police prisoners and paupers, the conveyance of Telegraph stores, instruments, officers and workmen, and of any public stores whatever, inclusive of stores for any other State Railway, shall be performed by the Company on the same general conditions and at the same rates and under the same conditions as may for the time being be in force under the Mysore Contract.

23. Upon the determination of this Contract under clause 2 herein, the Company shall give to the Government possession of the Nanjangud

Transfer of possession.

Railway together with the plant and machinery belonging thereto and all stores in hand or in course of delivery on the day of the determination of the contract, and all plants, books, surveys, sections, printings, writings and documents whatsoever in anywise connected with the Nanjangud Railway and all other property (if any) belonging or appertaining thereto, and shall pay to the Government all moneys in the possession of the Company on account of the Nanjangud Railway. And after such possession shall have been given and after all moneys which under this contract shall have become payable to the Government shall have been duly paid, the Government shall be bound to indemnify the Company its property and effects against all such debts and liabilities (if any) as it may have incurred on behalf of the Nanjangud Railway and which shall be then subsisting.

24. Upon the termination of this Contract, the working stores appertaining to the Nanjangud Railway which may have been provided

Transfer of Stores:

by the Company shall, if mutually agreed, be taken over by the Government at a valuation to be determined by mutual agreement, or, if necessary, by arbitration.

25. In the event of any difference of opinion arising upon any of the terms of this Agreement between the Government and the Company,

Arbitration.

the matter shall be either decided by arbitration under the terms of the Mysore contract, or referred through the Bombay Government to the Government of India whose decision shall be final and binding on both parties.

26. This Agreement shall be understood as far as may be as supplementary to the provisions contained in the Mysore Contract and the

Supplementary to Mysore Contract.

said provisions shall apply as far as may be to all matters not expressly provided for herein.

1775





# EAST INDIA (RAILWAYS AND IRRIGATION WORKS).

RETURN to an Address of the Honourable The House of Commons,  
dated 29 April 1901 ;—for,

“ RETURN showing the ESTIMATED POSITION, as regards CAPITAL EXPENDITURE, of the several RAILWAYS and IRRIGATION WORKS under CONSTRUCTION in INDIA, on the 31st day of March 1901, and the PROPOSED EXPENDITURE thereon during 1901–1902.”

India Office,  
30 April 1901. }

ARTHUR GODLEY,  
Under Secretary of State.

(*Mr. Price.*)

*Ordered, by The House of Commons, to be Printed,  
30 April 1901!*

L O N D O N :  
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STATEMENT showing the FINANCIAL POSITION in respect of INDIAN RAILWAYS now in course of CONSTRUCTION, and likely to be UNDERTAKEN during 1901-1902.

	Length.	Estimated Total Cost.	Probable Expenditure to 31st March 1901.	Liability outstanding on 31st March 1901.	Proposed Expenditure in 1901-1902.	Estimated Liability on 31st March 1902.
<i>Lines in the hands of the State—</i>	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.
Teesta Bridge (Eastern Bengal) -	—	19,58,000	18,55,900	1,02,100	22,000	80,100
Rungpur-Dhubri ( do. ) -	51	45,44,000	23,44,000	22,00,000	22,00,000	—
Hyderabad-Jodhpore Frontier -	130	37,89,000	23,37,700	14,51,300	18,000	14,33,300
Ghaziabad-Moradabad (Oudh and Rohilkhand). -	87	81,71,500	76,57,600	5,13,900	4,21,000	92,900
Nowshera-Dargai (North-Western) -	42	15,68,000	15,33,000	35,000	16,000	19,000
Khushalgarh-Kohat -	30	28,41,400	4,60,000	23,81,400	} 20,00,000	26,36,200
Kohat-Thal -	58	22,54,800	—	22,54,800		
Allahabad-Fyzabad -	97	1,23,69,700	—	1,23,69,700	*	1,23,69,700
Allahabad-Jaunpur -	62	52,03,000	—	52,03,000	*	52,03,000
Agra-Delhi Chord -	121	90,76,000	1,06,300	89,69,700	*	89,69,700
<b>TOTAL</b> -	<b>678</b>	<b>5,17,75,400</b>	<b>1,62,94,500</b>	<b>3,54,80,900</b>	<b>46,77,000</b>	<b>3,08,03,900</b>
<i>Lines in the hands of Companies—</i>						
Assam-Bengal -	743	12,00,00,000	9,91,48,900	2,08,51,100	83,10,000	1,25,41,100
Mandalay-Kunlon (to Lashio) (Burma) -	175	2,12,88,600	1,83,18,600	29,70,000	29,70,000	—
Meiktila-Myingyan ( do. ) -	58	36,14,000	30,60,600	5,53,400	3,13,000	2,40,400
Sagaing-Monywa-Alon ( do. ) -	75	39,95,000	27,03,700	12,91,300	4,86,000	8,05,300
Latapadan-Henzada-Bassein (Burma) -	119	98,62,000	27,79,200	70,82,800	41,31,000	29,51,800
Tirhoot Extensions -	158	1,59,03,400	1,38,57,400	20,46,000	20,46,000	—
Bengal and North-Western Extensions -	366	2,35,38,000	2,22,01,900	13,36,100	11,60,000	1,76,100
Sakri-Jainagar ( do. ) -	30	16,00,000	—	16,00,000	*	16,00,000
Sini to Calcutta and Cuttack (Bengal-Nagpur). -	345	8,19,67,400	7,53,52,400	66,15,000	66,15,000	—
Raipur-Dhamtari Branch (Bengal-Nagpur). -	56	13,64,000	12,91,700	72,300	35,000	37,300
Khargpur-Midnapur-Jherria (Bengal-Nagpur). -	122	1,22,06,000	14,02,300	1,08,03,700	70,85,000	37,18,700
Jubbulpore-Gondia (Bengal-Nagpur) -	253	85,10,900	—	85,10,900	28,00,000	57,10,900
Moghul Serai-Gya (East Indian) -	126	1,58,34,100	1,56,34,100	2,00,000	2,00,000	—
Baran-Daltongunge (East Indian) -	78	72,18,000	36,34,700	35,83,300	30,00,000	5,83,300
Shikhoabad-Farakhabad (East Indian) -	66	45,20,000	—	45,20,000	*	45,20,000
Brahmaputra-Sultanpur -	60	34,27,000	25,10,900	9,16,100	2,70,000	6,46,100
Mymensing-Jamalpur-Jagarnathganj -	55	20,44,000	19,21,000	1,23,000	1,23,000	—
Tapti Valley -	160	1,40,01,000	1,18,38,800	21,62,200	2,45,000	19,17,200
Hardwar-Dehra -	32	27,48,000	25,86,700	1,61,300	1,57,000	4,300
Calicut-Baliapatam -	60	73,50,300	45,50,300	28,00,000	28,00,000	—
Bengal Doonars Extensions -	116	64,51,500	42,03,600	22,47,900	17,98,000	4,49,900
Madura-Paumban -	91	68,90,000	18,55,500	50,34,500	35,00,000	15,34,500
Tinnevely-Quilon (British Section) -	49	40,28,000	10,97,800	29,30,200	20,00,000	9,30,200
Kalka-Simla -	60	86,78,500	15,26,000	71,52,500	24,04,000	47,48,500
Barsi Road-Pandharpur -	33	13,39,000	—	13,39,000	*	13,39,000
Amritsar-Tarn Taran-Sarhali -	27	17,24,000	—	17,24,000	*	17,24,000
Sabarmati-Dholka -	34	11,98,000	—	11,98,000	*	11,98,000
Coonoor-Ootacamund -	12	19,19,000	—	19,19,000	*	19,19,000
Mutpet-Arantangi -	45	22,95,000	—	22,95,000	*	22,95,000
<b>TOTAL</b> -	<b>3,604</b>	<b>39,55,14,700</b>	<b>29,14,76,100</b>	<b>10,40,38,600</b>	<b>5,24,48,000</b>	<b>5,15,90,600</b>
<b>GRAND TOTAL</b> -	<b>4,282</b>	<b>44,72,90,100</b>	<b>30,77,70,600</b>	<b>13,95,19,500</b>	<b>5,71,25,000</b>	<b>8,23,94,500</b>

\* Commencement of construction uncertain.

### SYNOPSIS.

	Length.	Estimated Total Cost.	Probable Expenditure to 31st March 1901.	Liability outstanding on 31st March 1901.	Proposed Expenditure in 1901-1902.	Estimated Liability on 31st March 1902.
	Miles.	R.	R.	R.	R.	R.
Lines in the hands of the State -	678	5,17,75,400	1,62,94,500	3,54,80,900	46,77,000	3,08,03,900
" " of Companies -	3,604	39,55,14,700	29,14,76,100	10,40,38,600	5,24,48,000	5,15,90,600
<b>TOTAL</b> -	<b>4,282</b>	<b>44,72,90,100</b>	<b>30,77,70,600</b>	<b>13,95,19,500</b>	<b>5,71,25,000</b>	<b>8,23,94,500</b>

(Countersigned) F. R. UPCOTT,  
Secy. to the Govt. of India,  
P. W. Dept. Railways.

A. R. BECHER,  
Accountant-General,  
P. W. Dept.

CALCUTTA,  
12th March 1901.



STATEMENT showing the FINANCIAL POSITION in respect of MAJOR IRRIGATION PROJECTS in INDIA now in course of Construction.

	Length.		Estimated Total Cost.	Probable Expenditure to 31st March 1901.	Liability out- standing on 31st March 1901.	Proposed Expenditure in 1901-1902.	Estimated Liability on 31st March 1902.
	Main Canals and Branches.	Distributaries.					
	Miles.	Miles.	Ra.	Ra.	Ra.	Ra.	Ra.
BURMA.							
Mandalay Canal	39½	120	48,42,660	36,12,660	7,00,000	7,00,000	—
Shwebo Canal	77	193	46,28,060	1,84,000	44,44,060	8,00,000	36,44,060
NORTH-WESTERN PROVINCES AND OUDH.							
Fatehpur branch, Lower Ganges Canal	106	448	84,20,000	31,91,720	2,28,280	1,03,000	1,25,280
PUNJAB.							
Jhelum Canal	161	569	1,20,24,070	68,14,850	52,09,220	24,98,000	27,11,220
BOMBAY.							
Jamrao Canal	163½	364½	79,83,220	74,24,220	5,61,000	5,61,000	—
Dad Canal	96	172½*	24,31,340	14,76,200	9,55,140	4,60,000	4,95,140
Naulakhi Canal	53	105½*	12,17,980	150	12,17,780	—	12,17,780
Nasrat Canal	83	50*	16,15,320	2,57,230	13,58,040	2,87,000	10,71,040
Mahliwah	31½	41½	9,86,140	2,95,000	6,41,840	4,01,000	2,40,840
TOTAL	810	2,063½	3,86,01,440	2,32,86,080	1,53,15,360	58,10,000	95,05,360

\* These distributaries are described as Branches in the Estimates for the projects.

CALCUTTA, }  
 13th March 1901.

(Countersigned) T. HIGHAM,  
 Secretary to the Government of India,  
 Public Works Department,  
 Irrigation, Roads and Buildings.

A. R. BECHER,  
 Accountant-General,  
 Public Works Department.

EAST INDIA (RAILWAYS AND  
IRRIGATION WORKS).

RETURN showing the ESTIMATED POSITION, as  
regards CAPITAL EXPENDITURE, of the several  
RAILWAYS and IRRIGATION WORKS under  
CONSTRUCTION in INDIA, on the 31st day of March  
1901, and the PROPOSED EXPENDITURE thereon  
during 1901-1902.

(*Mr. Price.*)

*Ordered, by The House of Commons, to be Printed,  
30 April 1901.*

[*Price 3d.*]

# EAST INDIA (INDIAN RAILWAY MATERIALS).

RETURN to an Address of the Honourable The House of Commons,  
 dated 18 August 1901;—for,

“RETURN, in TONS and VALUE, of all ROLLING STOCK, RAILWAY MATERIAL, and STORES supplied for INDIAN STATE and GUARANTEED RAILWAYS during the YEARS 1896 to 1900 inclusive, distinguishing those SUPPLIED by BRITISH and FOREIGN FIRMS or PERSONS, and distinguishing whether SHIPPED to INDIA by FOREIGN or BRITISH VESSELS,” in the following Form:—

Year.	Supplied by British Firms or Persons.		Supplied by Foreign Firms or Persons.		Shipped in British Vessels.		Shipped in Foreign Vessels.	
	Tons.	Value.	Tons.	Value.	Tons.	Value.	Tons.	Value.
1896 - -								
1897 - -								
1898 - -								
1899 - -								
1900 - -								
Totals -								

India Office,  
 16 August 1901. }

A. GODLEY,  
 Under Secretary of State.

(Sir Charles Cayzer.)

Ordered, by The House of Commons, to be Printed,  
 16 August 1901.

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**RETURN, in Tons and Value, of all Rolling Stock, Railway Material, and Stores supplied for Indian State and Guaranteed Railways during the Years 1896 to 1900 inclusive, distinguishing those supplied by British and Foreign Firms or Persons, and distinguishing whether shipped to India by Foreign or British Vessels, in the following form:—**

Year.		Supplied by British Firms or Persons.		Supplied by Foreign Firms or Persons.		Shipped in British Vessels.		Shipped in Foreign Vessels.		Notes.
		Tons.	Value.	Tons.	Value.	Tons.	Value.	Tons.	Value.	
1896	<b>State Railways<sup>1</sup></b>	<b>11 220</b>	<b>1,106,110</b>	—	£ —	<b>110,220</b>	<b>1,106,110</b>	—	£ —	<sup>1</sup> See remark under "Burma Railways Company," below, note <sup>3</sup> .
	<b>Guaranteed Railways:—</b>									<sup>2</sup> Purchases for the Rajputana-Malwa and other railways are included. 11,963 tons of Welsh steam coal contracted for, to be delivered in India, are not included.
	Assam-Bengal	11,501	81,170	—	—	11,501	81,170	—	—	<sup>3</sup> All purchases and shipments for this year under management of India Office, and included in "State Railways Total."
	Bengal and North-Western	8,145	74,062	—	—	4,856	42,960	3,289	31,102	<sup>4</sup> The values given include cost of freight and insurance.
	Bengal Central	1,763	33,333	—	—	1,763	33,333	—	—	<sup>5</sup> The "foreign vessels" are all "Hansa Line" (British built and German owned).
	Bengal-Nagpur	54,090	287,455	—	—	54,090	287,455	—	—	<sup>6</sup> Total not accurate in so far as Bombay, Baroda, and Central India Railway figures for 1896 are not included.
	Bombay, Baroda, and Central India <sup>2</sup>	Figures not available.	295,702	—	—	Figures not available.	295,702	—	—	<sup>7</sup> Purchases for the Rajputana-Malwa and other railways are included.
	Burma <sup>3</sup>	—	—	—	—	—	—	—	—	<sup>8</sup> British steamers.
	East Indian <sup>4</sup>	36,916	321,943	—	—	30,507	290,250	6,409	31,693	
	Great Indian Peninsula	20,456	153,094	—	—	20,456	153,094	—	—	
1897	Indian Midland	34,732	154,660	—	—	34,732	154,660	—	—	
	Madras	5,323	46,655	—	—	2,331	24,586	2,992 <sup>5</sup>	22,069	
	Rohilkund and Kumaon	140	2,949	—	—	104	2,395	36	554	
	South Indian	2,133	27,969	—	—	1,377	25,780	755	2,189	
	Southern Mahratta	1,669	25,965	—	—	1,669	25,965	—	—	
	<b>Total Guaranteed Railways</b>	<b>176,886<sup>6</sup></b>	<b>1,504,957</b>	—	—	<b>163,405<sup>6</sup></b>	<b>1,417,350</b>	<b>13,481</b>	<b>37,607</b>	
	<b>State Railways</b>	<b>116,982</b>	<b>650,251</b>	—	—	<b>116,982</b>	<b>650,251</b>	—	—	
	<b>Guaranteed Railways:—</b>									
	Assam-Bengal	8,568	78,144	—	—	8,037	74,757	541	3,387	
	Bengal and North-Western	41,051	352,305	—	—	38,007	314,646	3,044	37,659	
	Bengal Central	2,034	31,980	—	—	2,034	31,980	—	—	
	Bengal-Nagpur	71,237	419,612	—	—	71,237	419,612	—	—	
	Bombay, Baroda, and Central India <sup>7</sup>	56,922	313,860	—	—	56,922	313,860	—	—	
	Burma	10,933	76,142	—	—	10,933	76,142	—	—	
	East Indian <sup>4</sup>	61,887	537,109	4,696	22,966	55,567	517,439	10,516	49,636	
	Great Indian Peninsula	38,402	331,496	—	—	38,402	331,496	—	—	
	Indian Midland	16,876	137,171	—	—	16,876	137,171	—	—	
	Madras	7,324	60,656	—	—	8,011	35,345	4,213 <sup>8</sup>	25,311	
	Rohilkund and Kumaon	623	15,313	—	—	623	15,313	—	—	
	South Indian	8,516	61,088	—	—	7,590	55,227	926	5,861	
	Southern Mahratta	2,136	27,972	—	—	2,136	27,972	—	—	
	<b>Total Guaranteed Railways</b>	<b>325,908</b>	<b>2,442,848</b>	<b>4,696</b>	<b>22,966</b>	<b>311,364</b>	<b>2,350,960</b>	<b>19,240</b>	—	
1898	<b>State Railways</b>	<b>92,988</b>	<b>745,997</b>	—	—	<b>92,988</b>	<b>745,997</b>	—	—	
	<b>Guaranteed Railways:—</b>									
	Assam-Bengal	3,970	45,878	—	—	3,640	43,130	330	2,748	
	Bengal and North-Western	16,542	314,639	—	—	16,031	304,615	1,031	10,034	

1899	Bengal Central	151	2,448	—	—	151	2,448	—	—	—	—
	Bengal-Nagpur	86,086	288,579	2,511 <sup>9</sup>	11,927	87,079	286,179	1,468 <sup>9</sup>	14,327	—	—
	Bombay, Baroda, and Central India <sup>7</sup>	68,647	448,408	3,851	18,729	68,647	448,408	3,851	18,729	—	—
	Burma	3,648	67,638	—	—	3,648	67,638	—	—	—	—
	East Indian <sup>4</sup>	41,667	629,306	3,347	19,976	44,498	641,979	516	7,303	—	—
	Great Indian Peninsula	44,499	457,695	—	—	44,499	457,695	—	—	—	—
	Indian Midland	861	21,027	—	—	861	21,027	—	—	—	—
	Madras	10,248	66,419	—	—	2,061	29,142	8,187 <sup>10</sup>	87,277	—	—
	Rohilkund and Kumaon	557	8,473	—	—	557	8,473	—	—	—	—
	South Indian	2,921	30,467	—	—	1,676	27,159	545	3,908	—	—
	Southern Mahratta	3,689	56,299	—	—	3,689	56,299	—	—	—	—
	<b>Total Guaranteed Railways</b>	<b>232,736</b>	<b>2,337,276</b>	<b>9,709</b>	<b>50,632</b>	<b>236,027</b>	<b>2,294,192</b>	<b>16,418</b>	<b>98,716</b>	<b>—</b>	<b>—</b>
1899	<b>State Railways</b>	<b>79,515</b>	<b>784,961</b>	<b>1,265</b>	<b>55,381</b>	<b>80,780</b>	<b>820,342</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>
	<b>Guaranteed Railways :-</b>										
	Assam-Bengal	13,085	103,748	—	—	11,700	92,946	1,385	10,803	—	—
	Bengal and North-Western	5,882	96,852	—	—	5,727	93,819	155	2,533	—	—
	Bengal Central	391	6,789	324 <sup>10</sup>	11,645	391	6,789	324	11,645	—	—
	Bengal-Nagpur	34,279	449,124	—	—	34,135	447,549	144 <sup>9</sup>	1,575	—	—
	Bombay, Baroda, and Central India <sup>12</sup>	36,938	382,713	610	27,070	36,938	382,713	610	27,070	—	—
	Burma	7,600	200,383	—	—	16,188	316,518	—	83,997	—	—
	East Indian <sup>4</sup>	50,983	1,080,164	8,583	116,130	50,650	1,085,516	2,580	—	—	—
	Great Indian Peninsula	32,536	319,710	2,247	39,349	32,536	319,710	—	—	—	—
	Indian Midland	7,041	84,638	—	—	7,041	84,628	—	—	—	—
	Madras	6,749	85,992	—	—	2,706	36,750	4,043 <sup>11</sup>	49,242	—	—
	Rohilkund and Kumaon	73	2,412	—	—	73	2,412	—	—	—	—
	South Indian	4,239	44,686	—	—	3,687	43,138	552	1,498	—	—
	Southern Mahratta	1,075	17,132	—	—	1,075	17,132	—	—	—	—
	<b>Total Guaranteed Railways</b>	<b>200,811</b>	<b>2,823,283</b>	<b>11,764</b>	<b>194,194</b>	<b>202,832</b>	<b>2,879,115</b>	<b>9,743</b>	<b>138,362</b>	<b>—</b>	<b>—</b>
1900	<b>State Railways</b>			<b>3,498</b>	<b>52,081</b>						
	<b>Guaranteed Railways :-</b>										
	Assam-Bengal	1,760	30,271	2,615 <sup>11</sup>	30,653	4,533	50,172	42	752	—	—
	Bengal and North-Western	7,799	148,400	—	—	7,799	148,400	—	—	—	—
	Bengal Central	140	3,428	—	—	140	3,428	—	—	—	—
	Bengal-Nagpur	4,001	109,497	—	—	4,001	109,497	—	—	—	—
	Bombay, Baroda, and Central India <sup>12</sup>	35,835	319,426	2,622	23,313	35,840	319,675	2,617	23,064	—	—
	Burma	17,435	244,763	1,903	35,732	19,388	280,494	—	—	—	—
	East Indian <sup>4</sup>	45,978	793,293	6,977	57,353	52,178	883,044	777	15,603	—	—
	Great Indian Peninsula	14,708	222,064	—	—	14,708	222,064	—	—	—	—
	Indian Midland	8,281	103,905	—	—	8,281	103,905	—	—	—	—
	Madras	18,069	181,100	—	—	14,579	148,485	3,490 <sup>12</sup>	82,615	—	—
	Rohilkund and Kumaon	886	21,301	—	—	886	21,301	—	—	—	—
	South Indian	3,596	44,890	—	—	3,165	43,557	431	1,263	—	—
	Southern Mahratta	2,362	33,705	—	—	2,362	33,705	—	—	—	—
	<b>Total Guaranteed Railways</b>	<b>160,850</b>	<b>2,255,867</b>	<b>14,317</b>	<b>137,051</b>	<b>167,810</b>	<b>3,319,622</b>	<b>7,357</b>	<b>73,296</b>	<b>—</b>	<b>—</b>

<sup>9</sup> German liners from Middlesbrough.<sup>10</sup> American locomotive engines and duplicate parts.<sup>11</sup> Includes 2,771 tons of rails and fastenings purchased in America and shipped by the contractor on a British vessel.<sup>12</sup> Purchases for the Rajputana-Malwa and other railways are included. 33,760 tons of Welsh steam coal contracted for, to be delivered in India, are not included.<sup>13</sup> Total not accurate in so far as State Railways figures for 1900 are not included.<sup>14</sup> Total not accurate in so far as (1) Bombay, Baroda, and Central India Railway figures for 1896 are not included; and (2) State Railways figures for 1900 are not included.

## SUMMARY of Foregoing, stating Totals for each Year and for the Five Years together.

Year.	—	Supplied by British Firms or Persons.		Supplied by Foreign Firms or Persons.		Shipped in British Vessels.		Shipped in Foreign Vessels.		Notes.
		Tons.	Value.	Tons.	Value.	Tons.	Value.	Tons.	Value.	
1896	State Railways	110,220	£ 1,106,110	—	£ —	110,220	£ 1,106,110	—	£ —	<sup>1</sup> Total not accurate in so far as Bombay, Baroda, and Central India Railway figures for 1896 are not included.
	Guaranteed Railways	176,886 <sup>1</sup>	1,504,957	—	—	168,405 <sup>1</sup>	1,417,350	13,481	87,607	
	<b>State and Guaranteed Railways Total.</b>	<b>287,106<sup>1</sup></b>	<b>2,611,067</b>	<b>—</b>	<b>—</b>	<b>273,625<sup>1</sup></b>	<b>2,523,460</b>	<b>13,481</b>	<b>87,607</b>	
1897	State Railways	116,982	£ 650,251	—	£ —	116,982	£ 650,251	—	£ —	
	Guaranteed Railways	395,908	2,442,848	4,696	22,966	311,364	2,350,960	19,240	114,854	
	<b>State and Guaranteed Railways Total.</b>	<b>442,890</b>	<b>3,093,099</b>	<b>4,696</b>	<b>22,966</b>	<b>428,346</b>	<b>3,001,211</b>	<b>19,240</b>	<b>114,854</b>	
1898	State Railways	92,988	£ 745,997	—	£ —	92,988	£ 745,997	—	£ —	
	Guaranteed Railways	232,736	2,337,276	9,709	50,632	226,037	2,294,192	16,418	93,716	
	<b>State and Guaranteed Railways Total.</b>	<b>325,724</b>	<b>3,083,273</b>	<b>9,709</b>	<b>50,632</b>	<b>319,015</b>	<b>3,040,189</b>	<b>16,418</b>	<b>93,716</b>	
1899	State Railways	79,515	£ 764,961	1,265	£ 55,381	80,780	£ 820,342	—	£ —	<sup>2</sup> Total not accurate in so far as State Railways figures for 1900 are not included.
	Guaranteed Railways	200,811	2,823,283	11,764	194,194	202,832	2,379,115	9,743	138,362	
	<b>State and Guaranteed Railways Total.</b>	<b>280,326</b>	<b>3,588,244</b>	<b>13,029</b>	<b>249,575</b>	<b>283,612</b>	<b>3,699,457</b>	<b>9,743</b>	<b>138,362</b>	
1900	State Railways	Figures not available.	Figures not available.	3,498	59,081	Figures not available.	Figures not available.	—	—	<sup>2</sup> Total not accurate in so far as (1) Bombay, Baroda, and Central India Railway figures for 1896 are not included; and (2) State Railways figures for 1900 are not included.
	Guaranteed Railways	160,850	2,255,867	14,317	137,051	167,810	2,319,622	7,357	73,296	
	<b>State and Guaranteed Railways Total.</b>	<b>160,850<sup>2</sup></b>	<b>2,255,867<sup>2</sup></b>	<b>17,815</b>	<b>189,132</b>	<b>167,810<sup>2</sup></b>	<b>2,319,622<sup>2</sup></b>	<b>7,357</b>	<b>73,296</b>	
1896-1900	State Railways Grand Total	399,703 <sup>2</sup>	£ 3,267,319 <sup>2</sup>	4,763	£ 107,462	400,970 <sup>2</sup>	£ 3,322,700 <sup>2</sup>	—	£ —	
	Guaranteed Railways Grand Total	1,097,191 <sup>1</sup>	11,364,231	40,486	404,848	1,071,438 <sup>1</sup>	11,361,239	66,239	507,335	
	<b>State and Guaranteed Railways Grand Total.</b>	<b>1,496,894<sup>2</sup></b>	<b>14,631,550<sup>2</sup></b>	<b>45,249</b>	<b>512,305</b>	<b>1,472,408<sup>2</sup></b>	<b>14,583,939<sup>2</sup></b>	<b>66,239</b>	<b>507,335</b>	



**EAST INDIA (INDIAN RAILWAY  
MATERIALS).**

---

**RETURN, in TONS and VALUE, of all ROLLING STOCK, RAILWAY MATERIAL, and STORES supplied for INDIAN STATE and GUARANTEED RAILWAYS during the YEARS 1896 to 1900 inclusive, distinguishing those supplied by BRITISH and FOREIGN FIRMS or PERSONS, and distinguishing whether SHIPPED to INDIA by FOREIGN or BRITISH VESSELS.**

*(Sir Charles Dwyer.)*

---

*Ordered, by The House of Commons, to be Printed,  
16 August 1901.*

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**[Price 1d.]**







# TABLES

RELATING TO THE

## TRADE OF BRITISH INDIA

WITH

## BRITISH POSSESSIONS

## AND FOREIGN COUNTRIES,

1895-96 TO 1899-1900.

---

Presented to both Houses of Parliament by Command of His Majesty.

---

LONDON:

PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,

BY WYMAN AND SONS, LIMITED, FETTER LANE, E.C.

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1901.

[Cd. 485.] *Price 1s.*

THE REVIEW of the TRADE of INDIA, having been received from India at an earlier date than usual, was issued separately (Cd. 381).

The Tables (Nos. 14 and 15) relating to Trade with Principal Countries have hitherto been inserted quinquennially. In future they will be printed annually, but only the principal articles will be given.

The Values have hitherto been given in Tens of Rupees (Rx.). As, however, the Government of India have discontinued this mode of presenting Values in Indian money, and have adopted the symbol £ (taking 15 rupees as equivalent to £1), the Values for 1899-1900 have been given in £, and those for the preceding years in rupees.

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24	SHIPPING : Vessels entered and cleared, distinguishing Steamers <i>viâ</i> Suez Canal - - - - -	120
25	" " with Cargoes and in Ballast - - - - -	"
26	" entered, distinguishing Countries - - - - -	121
27	" cleared, " " - - - - -	122
28	" entered and cleared, distinguishing Nationalities - - - - -	123
29	" built at Indian Ports - - - - -	124
30	" first registered at Indian Ports - - - - -	"
31	COASTING TRADE : Value of the Total Trade - - - - -	125
32	Total Value of Private Merchandise and Treasure imported into and exported from Indian Ports in the several Presidencies and Provinces - - - - -	"
33	COASTING SHIPPING : Vessels entered and cleared with Cargoes and in Ballast - - - - -	126
34	TRADE OF ADEN - - - - -	"

INDIA OFFICE,  
18th February 1901.

ARTHUR GODLEY,  
Under Secretary of State.

# T A B L E S

## RELATING TO

### THE TRADE OF BRITISH INDIA.

NOTE.—The Values throughout the following Tables are given in Rupees up to 1898-99, and subsequently in £ at the rate of 15 Rupees to £1.

#### No. 1. VALUE of the TOTAL TRADE.

	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>SEA-BORNE TRADE.</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£</i>
<b>Imports:</b>					
PRIVATE MERCHANDISE - - -	693,163,950	717,938,290	692,666,630	683,803,410	47,141,242
GOVERNMENT STORES - - -	36,203,580	43,235,440	43,803,720	37,211,870	3,061,745
TOTAL MERCHANDISE - - -	729,367,530	761,173,730	736,470,350	721,015,280	50,202,987
TREASURE - - - - -	133,679,860	130,845,630	205,306,170	178,956,130	13,982,457
TOTAL IMPORTS - - -	863,047,390	892,019,360	941,776,520	899,971,410	64,185,444
<b>Exports:</b>					
PRIVATE MERCHANDISE:					
INDIAN PRODUCE AND MANUFACTURES - - - - -	1,095,456,240	998,806,600	937,861,010	1,093,502,770	70,455,797
FOREIGN DITTO - - - - -	47,175,160	40,336,370	37,511,720	33,711,960	2,194,994
GOVERNMENT STORES - - -	715,980	697,990	955,080	782,520	71,424
TOTAL MERCHANDISE - - -	1,143,347,380	1,039,840,960	976,327,810	1,127,997,250	72,722,215
TREASURE - - - - -	42,598,110	49,374,960	71,486,470	74,114,210	5,304,258
TOTAL EXPORTS - - -	1,185,945,490	1,089,215,920	1,047,814,280	1,202,111,460	78,026,473
<b>Total Sea-borne Trade - - -</b>	<b>2,048,992,880</b>	<b>1,981,235,280</b>	<b>1,989,590,800</b>	<b>2,102,082,870</b>	<b>142,211,917</b>
NET EXPORTS OF MERCHANDISE -	413,979,850	278,667,230	239,857,460	406,981,970	22,519,228
NET IMPORTS OF TREASURE - -	91,081,750	81,470,670	133,819,700	104,841,920	8,678,199
EXCESS OF EXPORTS - - -	322,898,100	197,196,560	106,037,760	302,140,050	13,841,029
<b>Percentage of Sea-borne Trade via Suez Canal:</b>					
IMPORTS, MERCHANDISE - -	83·75	85·50	83·92	85·69	85·59
" TREASURE - - - - -	71·59	71·63	74·16	60·61	62·13
EXPORTS, MERCHANDISE - -	61·72	60·18	58·61	60·32	59·85
" TREASURE - - - - -	58·25	43·58	30·03	31·36	25·10
TOTAL SEA-BORNE TRADE - - -	70·01	70·22	68·66	68·02	67·81
<b>LAND TRADE.</b>					
<b>Imports:</b>					
MERCHANDISE - - - - -	45,772,710	47,945,250	50,226,780	55,006,000	4,108,759
TREASURE - - - - -	3,970,150	8,430,020	6,119,230	5,913,140	597,045
TOTAL IMPORTS - - -	49,742,860	56,375,270	56,346,010	60,919,140	4,705,804
<b>Exports:</b>					
MERCHANDISE - - - - -	37,690,970	43,098,060	40,835,870	46,378,520	3,404,553
TREASURE - - - - -	4,612,000	6,272,650	8,481,100	6,475,420	355,632
TOTAL EXPORTS - - -	42,302,970	49,370,710	49,316,970	52,853,940	3,760,185
<b>Total Land Trade - - -</b>	<b>92,045,830</b>	<b>105,745,980</b>	<b>105,662,980</b>	<b>113,773,080</b>	<b>8,465,989</b>

## No. 2.

VALUE of IMPORTS of MERCHANDISE (exclusive of Government Stores) from PRINCIPAL COUNTRIES into British India.

COUNTRIES.		1895-96.	1896-97.	1897-98.	1898 99.	1899-1900.
		<i>Rupces.</i>	<i>Rupces.</i>	<i>Rupces.</i>	<i>Rupces.</i>	£
UNITED KINGDOM		471,614,840	502,966,340	464,548,660	470,321,700	32,502,127
BRITISH POSSESSIONS :						
Europe :	Gibraltar	127,960	116,380	102,840	49,410	3,502
	Malta	61,680	48,680	27,410	16,300	3,537
Asia :	Aden	1,259,990	1,368,250	1,531,790	1,153,420	99,059
	Ceylon	5,417,700	6,826,430	10,711,420	7,020,050	409,740
	China, Hong Kong	17,172,060	14,204,440	12,918,530	11,508,760	734,529
	Straits Settlements	20,752,200	18,421,220	24,098,280	20,062,100	1,290,381
Africa :	Cape Colony	13,360	79,310	21,530	12,050	876
	Mauritius	17,213,390	18,076,310	16,830,710	19,593,450	1,098,530
	Natal	62,450	17,860	60,900	41,790	4,005
America :	Canada	3,660	4,030	10,740	6,190	18,110
Australia (including Tasmania and New Zealand)		2,335,430	4,526,760	3,344,300	3,257,030	290,864
		64,419,880	63,689,670	69,658,450	62,720,550	3,953,133
FOREIGN COUNTRIES :						
Europe :	Austria-Hungary	13,248,710	14,877,880	21,467,930	24,283,750	1,588,900
	Belgium	27,296,460	24,037,030	22,848,390	22,304,320	1,224,021
	Denmark	10,880	7,580	4,270	17,700	586
	France	9,789,700	9,200,960	8,827,960	10,318,450	683,921
	Germany	23,517,760	23,078,210	24,345,190	17,278,760	1,123,259
	Greece	4,310	3,320	3,010	4,480	992
	Holland	2,269,000	2,401,050	2,890,880	3,522,010	206,984
	Italy	4,208,140	4,647,170	4,991,630	5,569,280	493,412
	Norway	1,143,820	729,520	652,730	537,920	27,339
	Portugal	55,460	42,590	37,320	67,470	4,237
	Russia	18,675,580	20,195,950	20,807,570	20,529,950	1,600,982
	Spain	950	5,290	37,360	81,450	6,044
	Sweden	604,350	951,510	1,328,150	1,132,600	46,226
	Turkey in Europe	14,540	15,390	25,680	27,060	93,885
Asia :	Arabia	5,644,800	4,946,900	4,994,710	4,437,940	538,817
	China, Treaty Ports	10,886,520	7,286,450	3,991,590	5,410,130	329,729
	Cochin-China	1,070	7,150	267,100	480	37,020
	Japan	4,171,930	5,473,560	5,345,190	5,450,050	333,301
	Java	1,810,700	1,404,800	2,081,490	1,958,060	182,913
	Maldiv Islands	184,550	87,630	99,430	59,880	4,027
	Mekran and Sonmiani	1,281,890	698,240	806,430	630,000	51,235
	Persia	8,727,980	6,859,830	6,919,130	5,839,530	551,955
	Philippine Islands	33,450	35,750	20,510	12,620	9,609
	Siam	1,577,750	960,990	1,044,690	598,150	63,953
	Sumatra	3,830	254,540	3,289,950	1,594,940	11,926
	Turkey in Asia	5,022,490	3,916,030	2,912,860	1,454,780	293,248
Africa :	Abyssinia	75,170	63,260	132,700	43,890	5,272
	Egypt	2,507,920	1,997,230	1,908,280	1,257,080	147,284
	Madagascar	27,960	29,900	44,340	37,900	900
	Mozambique	321,340	262,030	352,300	124,020	18,951
	Réunion	510	450	16,760	6,900	287
	Zanzibar	2,552,820	2,050,560	1,556,550	2,348,570	162,729
America :	South America	29,860	1,260	5,540	3,640	111
	United States	11,394,380	14,669,490	14,310,750	13,626,690	828,073
	West Indies*	120	640	900	3,850	240
Other Countries		32,530	82,140	90,250	186,860	13,614
		1157,129,230	151,282,280	158,459,520	150,761,160	10,685,982
TOTAL IMPORTS		693,163,950	717,938,290	692,666,630	683,803,410	47,141,242

\* British and Foreign Possessions are not shown separately for the West Indies.

## No. 3.

VALUE of EXPORTS of INDIAN PRODUCE and MANUFACTURES (exclusive of Government Stores)  
to PRINCIPAL COUNTRIES from British India.

COUNTRIES.		1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
		<i>Rupers.</i>	<i>Rupers.</i>	<i>Rupers.</i>	<i>Rupers.</i>	£
UNITED KINGDOM - - - - -		350,008,990	316,463,040	291,962,010	320,060,180	20,589,958
BRITISH POSSESSIONS :						
Europe :	Gibraltar - - - - -	460,950	166,980	448,160	28,100	3,162
	Malta - - - - -	142,070	87,430	40,390	58,830	3,711
Asia :	Aden - - - - -	7,612,440	7,840,900	8,483,740	10,645,400	589,662
	Ceylon - - - - -	35,000,820	31,099,830	39,977,890	42,072,120	2,784,841
	China, Hong Kong - - - - -	80,977,640	82,516,710	75,583,160	79,415,690	5,300,379
	Straits Settlements - - - - -	58,459,310	50,079,980	42,935,980	56,444,090	3,662,084
Africa :	Cape Colony - - - - -	3,465,410	3,389,240	2,919,830	2,667,830	194,110
	Mauritius - - - - -	10,927,370	11,259,260	11,242,020	12,710,870	648,224
	Natal - - - - -	2,373,840	3,893,940	2,609,070	3,680,360	238,297
	St. Helena - - - - -	250	580	7,750	0	0
America :	Canada - - - - -	268,800	452,910	343,300	462,050	51,328
Australia (including Tasmania and New Zealand)		12,133,680	11,788,760	12,358,660	12,819,560	1,064,664
		211,822,580	202,576,520	196,949,950	221,004,900	14,540,462
FOREIGN COUNTRIES :						
Europe :	Austria-Hungary - - - - -	33,444,890	24,966,850	21,012,590	20,871,800	1,134,189
	Belgium - - - - -	30,414,900	30,528,880	30,279,580	47,421,810	2,274,371
	Denmark - - - - -	18,050	4,800	11,360	14,530	651
	France - - - - -	86,648,710	63,554,960	56,272,000	78,159,700	4,434,914
	Germany - - - - -	80,543,740	75,355,790	71,815,950	82,458,060	5,009,262
	Greece - - - - -	112,470	139,270	79,350	77,160	2,729
	Holland - - - - -	7,690,480	5,978,850	2,989,340	4,717,820	283,999
	Italy - - - - -	31,220,500	30,279,630	26,741,660	33,050,530	1,808,711
	Norway - - - - -	2,340	0	0	4,150	0
	Portugal - - - - -	329,450	0	372,810	536,860	32,947
	Russia - - - - -	2,478,600	2,566,710	1,090,570	1,227,240	81,774
	Spain - - - - -	3,816,260	1,716,560	2,060,920	1,522,410	111,307
	Sweden - - - - -	166,430	196,820	113,260	184,110	3,471
	Turkey in Europe - - - - -	759,770	822,260	689,060	909,840	36,898
Asia :	Arabia - - - - -	8,523,410	7,839,310	8,643,130	12,970,860	452,919
	China, Treaty Ports - - - - -	56,803,390	54,302,550	45,243,270	47,663,440	4,076,618
	Cochin-China - - - - -	2,038,840	3,292,010	763,660	1,449,840	103,327
	Japan - - - - -	27,894,360	40,758,860	41,579,810	52,155,870	4,224,443
	Java - - - - -	2,465,140	1,332,650	1,239,190	872,570	47,267
	Maldiv Islands - - - - -	130,700	176,210	120,730	126,800	9,112
	Mekran and Somiani - - - - -	431,820	489,050	562,910	501,890	24,271
	Persia - - - - -	6,129,870	4,171,170	5,419,560	7,053,400	243,962
	Philippine Islands - - - - -	345,730	306,850	230,480	36,110	4,856
	Siam - - - - -	352,680	341,130	400,770	327,270	24,520
	Sumatra - - - - -	8,120	32,750	32,150	0	2,437
	Turkey in Asia - - - - -	5,141,410	5,156,220	4,643,170	5,476,230	272,998
Africa :	Abyssinia - - - - -	2,063,420	1,717,580	827,970	2,563,000	109,052
	Egypt - - - - -	51,757,410	48,535,610	39,473,290	68,470,800	3,580,702
	Madagascar - - - - -	358,700	280,030	190,570	77,180	3,794
	Mozambique - - - - -	1,618,750	1,763,950	1,091,860	1,195,510	96,196
	Réunion - - - - -	1,922,540	2,251,970	1,063,450	1,363,580	66,009
	Zanzibar - - - - -	5,090,600	5,401,980	5,318,800	8,434,720	353,413
America :	South America - - - - -	11,820,210	14,361,420	17,120,470	12,745,530	1,052,569
	United States - - - - -	59,075,550	48,137,060	58,747,090	53,841,910	5,076,586
	West Indies* - - - - -	2,132,590	1,534,540	1,025,610	1,593,290	86,813
Other Countries - - - - -		871,840	1,472,760	1,682,560	2,361,870	196,990
		533,624,670	479,767,040	448,949,950	552,437,690	35,326,677
TOTAL EXPORTS - - - - -		1,065,456,240	998,806,600	937,861,010	1,093,502,770	70,455,797

\* See note on page 5.



## No. 4.

VALUE of EXPORTS of FOREIGN (including BRITISH and COLONIAL) MERCHANDISE (exclusive of Government Stores) to PRINCIPAL COUNTRIES from British India.

COUNTRIES.		1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
		<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	£
UNITED KINGDOM - - - - -		11,418,030	9,708,610	10,139,580	8,474,860	553,303
BRITISH POSSESSIONS :						
Europe :	Gibraltar - - - - -	160,710	111,010	220	540	13
	Malta - - - - -	63,730	29,940	0	2,150	10
Asia :	Aden - - - - -	1,901,320	1,565,580	1,485,850	1,412,270	96,213
	Ceylon - - - - -	1,723,760	1,347,760	1,007,490	1,028,580	77,864
	China, Hong Kong - - - - -	1,525,940	1,271,060	1,369,980	1,372,930	90,860
	Straits Settlements - - - - -	3,638,770	3,217,920	2,693,710	3,295,630	204,609
Africa :	Cape Colony - - - - -	18,650	43,480	9,690	46,700	947
	Mauritius - - - - -	1,420,490	1,021,160	733,850	555,580	40,938
	Natal - - - - -	365,300	488,580	411,160	166,190	8,914
America :	Canada - - - - -	0	0	0	1,470	0
Australia (including Tasmania and New Zealand).		53,300	107,480	11,740	53,140	2,486
		10,871,970	9,203,970	7,723,690	7,935,180	522,854
FOREIGN COUNTRIES :						
Europe :	Austria-Hungary - - - - -	60,170	67,790	45,900	103,330	9,633
	Belgium - - - - -	117,410	66,960	112,800	70,310	15,338
	France - - - - -	135,720	126,360	155,780	10,445	8,085
	Germany - - - - -	63,890	112,520	68,460	89,490	11,419
	Greece - - - - -	1,130	530	200	3,480	40
	Holland - - - - -	10	8,190	230	640	18
	Italy - - - - -	183,500	418,970	245,780	155,600	33,566
	Russia - - - - -	1,540,560	1,695,570	1,006,500	73,550	929
	Spain - - - - -	0	700	0	0	0
	Sweden - - - - -	0	0	500	0	0
Asia :	Turkey in Europe - - - - -	14,660	6,910	7,330	4,290	88
	Arabia - - - - -	4,131,700	3,070,870	3,104,480	2,587,960	168,759
	China, Treaty Ports - - - - -	185,930	95,510	73,500	86,840	9,075
	Cochin-China - - - - -	750	700	320	880	201
	Japan - - - - -	299,470	183,280	154,770	224,500	13,220
	Java - - - - -	64,330	52,520	34,260	18,570	1,467
	Maldiv Islands - - - - -	8,290	12,640	6,470	10,030	279
	Mekran and Sonmiani - - - - -	243,690	147,900	219,410	168,220	12,338
	Persia - - - - -	11,014,510	9,188,930	8,621,550	8,566,420	496,940
	Philippine Islands - - - - -	1,060	0	650	1,910	429
Africa :	Siam - - - - -	28,750	28,760	29,910	48,340	2,357
	Sunatra - - - - -	0	10	1,000	3,390	2,667
	Turkey in Asia - - - - -	2,327,980	1,931,080	1,373,280	1,456,570	99,219
	Abyssinia - - - - -	281,460	259,900	7,570	53,430	3,679
	Egypt - - - - -	313,160	232,860	226,910	180,300	8,925
	Madagascar - - - - -	418,390	254,080	154,290	63,740	2,334
	Mozambique - - - - -	1,138,850	1,060,710	1,204,670	945,030	69,227
	Réunion - - - - -	22,520	109,260	590	200	13
	Zanzibar - - - - -	2,090,440	12,092,570	2,500,290	2,057,800	126,991
	America : South America - - - - -	3,740	8,310	29,350	8,650	946
America :	United States - - - - -	63,420	47,920	13,860	31,140	3,047
	West Indies* - - - - -	1,780	3,720	4,750	1,310	129
Other Countries - - - - -		127,890	137,760	243,090	181,550	17,480
		24,885,160	21,423,790	19,648,450	17,301,920	1,118,838
TOTAL EXPORTS - - -		47,175,160	40,336,370	37,511,720	33,711,930	2,194,994

\* See note on page 5.

## QUANTITY\* of IMPORTS of PRINCIPAL ARTICLES into British India.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>I.—ANIMALS, LIVING :</b>					
Horses - - - - - No.	8,679	7,191	4,982	7,622	7,103
Other sorts - - - - - "	2,430	2,101	2,563	1,715	8,541
Total Number of Animals, Living - -	11,109	9,292	7,545	9,337	15,644
<b>II.—ARTICLES OF FOOD AND DRINK :</b>					
Coffee - - - - - Cwt.	9,688	8,300	11,185	20,748	9,986
Fruits and Vegetables :					
Fruits :					
Cocoanuts - - - - - No.	14,237,738	13,200,252	18,384,408	16,441,728	11,897,652
" Kernel or Copra - - - Cwt.	15,670	32,979	42,577	10,443	6,619
Other sorts - - - - - "	—	—	—	—	—
Vegetables, fresh - - - - - "	—	—	—	—	—
Grain and Pulse :					
Gram - - - - - Cwt.	1,994	921	2,409	931	2,078
Pulse - - - - - "	34,426	80,494	90,930	28,934	162,601
Rice in the husk - - - - - "	3,530	47	24,231	7,407	7,290
" not in the husk - - - - - "	14,489	27,803	678,387	6,010	307,642
Wheat - - - - - "	144,974	601,356	46,325	47	307,527
Wheat flour - - - - - "	11,450	12,135	28,586	8,304	16,868
Other sorts - - - - - "	95,470	357,846	201,547	7,538	705,569
"	306,333	1,080,602	1,072,415	59,171	1,509,575
Hops - - - - - Cwt.	5,096	6,233	3,027	3,781	4,218
Liquors :					
Ale, Beer, Porter, Cider, &c. - Gals.	3,052,417	3,025,833	2,838,572	3,231,025	3,211,984
Spirits :					
Brandy - - - - - "	273,185	261,112	279,400	290,556	282,611
Gin - - - - - "	64,354	69,807	68,084	64,252	63,541
Liqueurs - - - - - "	14,083	13,651	11,966	14,615	11,673
Rum - - - - - "	41,447	41,823	45,649	51,390	50,910
Whisky - - - - - "	511,094	509,571	511,986	546,197	546,200
Other sorts - - - - - "	296,616	297,596	300,406	296,338	289,982
"	1,200,779	1,193,560	1,217,491	1,263,348	1,244,917
Wines :					
Champagne - - - - - "	40,726	36,160	29,950	31,825	30,242
Claret - - - - - "	101,480	82,740	75,364	74,478	69,401
Port - - - - - "	88,982	82,145	84,540	82,518	80,202
Sherry - - - - - "	36,337	27,832	25,528	24,747	22,583
Other sorts - - - - - "	134,390	126,377	110,719	118,636	116,421
"	401,915	355,254	326,101	332,204	318,849
"	4,655,111	4,574,647	4,382,164	4,826,577	4,775,750
Provisions :					
Bacon and Hams - - - - - Lbs.	949,013	1,022,365	983,730	1,093,694	1,056,682
Bêche de mer - - - - - "	23,158	25,556	17,271	18,475	22,950
Butter - - - - - "	211,516	186,539	209,785	222,329	229,119
Cheese - - - - - "	863,371	881,267	911,231	948,754	872,296
Fishmaws and Sharkmus - - - - - "	1,643,728	1,547,473	1,567,784	1,326,528	1,422,497
Fish, dry, salted - - - - - "	16,984,773	12,054,401	17,127,480	14,559,185	15,398,822
" dry, unsalted - - - - - "	3,012,300	2,466,474	2,176,960	3,445,207	1,880,187
" wet, salted ( <i>ngapi</i> ) - - - - - "	9,971,563	14,542,597	17,162,815	14,479,313	9,787,365
Fruits and Vegetables—dried, salted or preserved :					
Dates - - - - - Cwt.	817,535	547,295	658,206	463,181	781,281
Other sorts - - - - - "	105,211	94,003	119,034	96,321	94,601
Gini - - - - - Lbs.	2,539,936	1,186,422	393,986	90,372	1,157,036
Other sorts - - - - - Cwt.	218,199	226,141	276,975	243,678	256,219

\* The mark—denotes that the quantities are not stated, owing to the variety of articles included under one head, or for other reasons; while the mark 0 signifies that there was no import or export at all, as the case may be, of the article in question.

## VALUE of IMPORTS of PRINCIPAL ARTICLES into British India.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>I.—ANIMALS, LIVING :</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£</i>
Horses - - - - -	3,016,280	3,617,470	2,182,750	3,230,960	197,968
Other sorts - - - - -	69,570	57,110	93,560	62,100	4,361
Total Value of Animals, Living - - -	3,085,850	3,674,580	2,276,310	3,293,060	202,329
<b>II.—ARTICLES OF FOOD AND DRINK :</b>					
Coffee - - - - -	602,290	496,950	528,440	696,890	21,427
Fruits and Vegetables :					
Fruits :					
Cocoanuts - - - - -	607,900	620,000	853,980	787,250	39,587
" Kernel or Copra - - -	169,080	361,880	464,670	114,810	4,846
Other sorts - - - - -	142,410	83,600	77,560	134,210	8,678
Vegetables, fresh - - - - -	118,550	122,890	88,600	87,890	9,193
	1,037,940	1,188,370	1,484,810	1,124,160	62,304
Grain and Pulse :					
Gram - - - - -	10,800	5,620	14,480	4,760	724
Pulse - - - - -	125,270	391,570	445,240	125,750	57,482
Rice in the husk - - - - -	11,040	150	131,600	22,640	1,924
" not in the husk - - - -	75,550	162,280	4,133,900	33,700	118,272
Wheat - - - - -	574,690	3,443,360	251,800	300	104,149
Wheat Flour - - - - -	119,480	123,210	253,680	89,920	9,253
Other sorts - - - - -	342,760	1,428,370	877,220	35,570	192,858
	1,259,590	5,554,560	6,107,920	312,640	484,662
Hops - - - - -	386,990	388,720	234,870	447,690	23,093
Liquors :					
Ale, Beer, Porter Cider, &c. - - -	4,797,650	4,747,760	4,624,310	4,814,380	303,926
Spirits :					
Brandy - - - - -	2,221,340	2,131,090	2,279,070	2,310,690	152,342
Gin - - - - -	269,860	295,540	292,230	257,430	16,962
Liqueurs - - - - -	221,000	200,960	158,630	205,710	10,627
Rum - - - - -	92,480	94,770	98,710	100,610	5,940
Whisky - - - - -	3,684,470	3,737,350	3,665,340	3,812,010	247,775
Other sorts - - - - -	1,752,880	1,811,190	1,718,280	1,879,570	137,023
	8,242,030	8,270,930	8,212,260	8,566,020	570,669
Wines :					
Champagne - - - - -	1,280,910	1,109,410	866,000	939,050	58,503
Claret - - - - -	546,540	477,970	414,690	405,530	22,604
Port - - - - -	848,660	734,470	771,500	759,300	46,772
Sherry - - - - -	299,420	219,850	200,010	194,690	11,539
Other sorts - - - - -	943,070	889,050	796,180	796,230	50,972
	3,918,600	3,430,750	3,048,380	3,094,800	190,390
	16,958,280	16,449,440	15,884,950	16,475,200	1,064,985
Provisions :					
Bacon and Hams - - - - -	743,870	772,070	727,230	752,550	46,805
Biche de mer - - - - -	9,040	11,370	7,640	8,170	629
Butter - - - - -	243,440	201,440	223,650	226,270	15,244
Cheese - - - - -	617,450	631,170	633,380	588,030	35,619
Fishmaws and Sharkfins - - - -	543,370	552,760	637,220	538,710	37,605
Fish, dry, salted - - - - -	1,388,470	1,171,090	1,695,620	1,584,710	105,986
" dry, unsalted - - - - -	192,420	182,810	161,770	245,690	8,194
" wet, salted ( <i>ngapi</i> ) - - - -	355,090	547,090	620,840	536,090	26,779
Fruits and Vegetables—dried, salted, or preserved :					
Dates - - - - -	4,062,080	2,683,360	3,362,640	2,528,780	250,797
Other sorts - - - - -	1,489,400	1,309,470	1,752,340	1,457,960	106,065
Ghi - - - - -	918,470	428,430	142,090	34,460	28,983
Other sorts - - - - -	7,289,870	6,883,890	7,092,790	6,815,260	462,792
	17,852,970	15,374,950	17,057,210	15,316,670	1,125,498

## No. 5—continued.

## QUANTITY OF IMPORTS OF PRINCIPAL ARTICLES into British India—continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>II.—ARTICLES OF FOOD AND DRINK—continued.</b>					
Salt . . . . . Tons	407,271	328,304	486,716	411,865	416,636
Spices :					
Betelnuts . . . . . Lbs.	58,178,218	69,414,100	80,877,916	76,665,185	89,845,846
Cardamoms . . . . . "	146,595	157,521	314,729	144,682	73,225
Cloves . . . . . "	9,078,302	5,013,371	3,629,705	7,106,581	7,815,486
Ginger . . . . . "	193,976	513,308	2,295,753	465,367	731,940
Nutmegs . . . . . "	454,528	508,281	453,322	557,512	484,627
Pepper . . . . . "	5,331,569	3,111,119	4,878,631	2,261,357	2,074,971
Other sorts . . . . . "	318,030	185,791	791,398	788,354	318,594
"	73,701,218	78,903,491	93,241,454	87,989,038	101,344,689
Sugar :					
Refined or crystallised, including sugar-candy and Confectionery . . . . . Cwt.	2,524,974	2,682,463	4,235,394	3,764,910	2,935,992
Unrefined, viz., molasses and jag-gery or gur, and other saccharine produce . . . . . "	205,989	178,937	373,236	312,589	424,870
"	2,730,963	2,861,400	4,608,630	4,077,499	3,360,862
Tea . . . . . Lbs.	7,497,703	7,874,832	3,515,013	3,659,442	3,203,111
Other articles . . . . . Cwt.	723	432	161	37	179
<b>III.—METALS AND MANUFACTURES OF :</b>					
Metals :					
Brass (mainly wrought) . . . . . Cwt.	10,718	9,827	13,198	8,729	10,196
Copper :					
Old, for re-manufacture, and Ore . . . . . "	828	850	840	755	787
Unwrought :					
Tiles, ingots, cakes, and bricks . . . . . "	18,855	41,907	53,568	24,738	8,241
Other sorts . . . . . "	46,858	23,085	7,915	10,220	1,928
Wrought :					
Lametta . . . . . "	3,241	2,368	2,907	3,447	3,632
Mixed or Yellow Metal, for sheathing . . . . . "	226,716	109,554	160,223	137,789	51,687
Sheets and other manufactures . . . . . "	175,326	62,884	96,895	74,352	24,571
"	471,824	240,648	322,348	251,301	90,846
Iron :					
Old, for re-manufacture, and Ore . . . . . Cwt.	62,073	13,054	31,114	11,770	36,991
Cast (pig) . . . . . "	201,057	260,958	217,415	244,224	263,563
Wrought :					
Anchor, Cable, and Kentledge . . . . . "	19,225	27,437	22,420	11,504	11,834
Angle, Bolt, and Rod . . . . . "	757,795	781,613	737,239	595,999	310,143
Bar . . . . . "	593,426	538,458	536,004	535,257	499,678
Beams, Pillars, Girders, and Bridge-work . . . . . "	244,774	153,516	101,407	69,719	53,256
Hoop . . . . . "	92,394	89,923	84,226	82,756	79,422
Nails, Screws, Rivets, and Washers . . . . . "	211,355	179,476	206,711	162,535	191,433
Pipes and Tubes . . . . . "	383,771	351,985	393,330	287,816	257,118
Rice-bowls . . . . . "	67,433	70,490	77,368	58,526	69,352
Sheets and Plates :					
Tinned . . . . . "	154,756	125,201	224,000	206,744	177,414
Galvanised . . . . . "	726,430	814,459	762,930	682,997	674,161
Not Galvanised or Tinned . . . . . "	407,131	360,239	378,367	233,113	252,714
Wire . . . . . "	16,522	26,322	22,197	21,683	22,666
Other manufactures of wrought or cast iron, or of iron mixed with steel . . . . . "	62,104	96,495	143,182	85,698	82,189
"	4,000,246	3,889,626	3,937,910	3,290,341	2,981,934

## No. 6—continued.

## VALUE OF IMPORTS OF PRINCIPAL ARTICLES into British India continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900
II.—ARTICLES OF FOOD AND DRINK—continued.	<i>Rupces.</i>	<i>Rupces.</i>	<i>Rupces.</i>	<i>Rupces.</i>	<i>£</i>
Salt - - - - -	6,532,260	6,285,440	8,687,180	6,612,270	407,007
Spices :					
Betelnuts - - - - -	3,638,140	4,012,720	4,017,180	6,033,000	418,127
Cardamoms - - - - -	212,870	250,520	520,540	232,310	8,437
Cloves - - - - -	1,432,260	801,570	552,220	1,560,010	117,537
Ginger - - - - -	27,820	63,250	233,260	53,170	5,720
Nutmegs - - - - -	279,040	313,800	261,060	282,000	16,116
Pepper - - - - -	793,310	450,060	734,230	495,630	33,018
Other sorts - - - - -	189,850	148,220	222,640	223,560	11,154
	6,593,290	6,040,740	7,447,730	8,800,540	611,015
Sugar :					
Refined or crystallised, including sugar-candy and confectionery - - -	30,649,350	31,119,180	47,087,930	30,532,320	2,155,000
Unrefined, viz., molasses and jaggery or gur, and other saccharine produce - -	418,780	309,110	750,800	637,670	95,426
	31,068,130	31,518,290	47,844,730	40,169,990	2,251,086
Tea - - - - -	4,934,830	5,184,200	2,120,800	1,840,440	105,762
Other Articles - - - - -	2,130	1,230	400	70	24
Total Value of Articles of Food and Drink - - - - -	87,228,700	88,488,800	107,408,160	91,895,560	6,157,853
III.—METALS AND MANUFACTURES OF :					
Metals :					
Brass (mainly wrought) - - - - -	600,730	577,030	740,000	54,7200	41,156
Copper :					
Old, for re-manufacture, and Ore - -	27,960	28,920	28,680	25,040	1,850
Unwrought :					
Tiles, ingots, cakes, and bricks - -	808,320	1,807,510	2,331,400	1,088,120	30,060
Other sorts - - - - -	1,976,340	952,060	307,620	415,250	6,000
Wrought :					
Lametta - - - - -	629,530	431,910	440,230	525,550	41,228
Mixed or Yellow Metal, for sheathing - - - - -	9,000,400	4,453,580	6,351,170	5,512,040	164,404
Sheets and other manufactures - - -	8,456,800	3,069,200	4,741,500	3,040,770	108,272
	20,899,350	10,743,260	14,200,600	11,212,770	352,758
Iron :					
Old, for re-manufacture, and Ore - -	116,520	31,830	76,120	27,730	5,934
Cast (pig) - - - - -	569,960	760,610	621,420	633,150	53,003
Wrought :					
Anchors, Cables, and Kentledge - -	239,720	349,010	265,010	124,950	10,214
Angle, Bolt, and Rod - - - - -	4,157,160	4,228,620	4,110,200	3,262,970	127,135
Bar - - - - -	3,129,290	2,951,000	3,069,720	2,953,820	200,475
Beams, Pillars, Girders, and Bridge-work - - - - -	1,745,710	971,720	853,290	703,490	36,730
Hoop - - - - -	588,320	577,700	550,240	519,000	37,541
Nails, Screws, Rivets, and Washers -	2,206,130	1,887,780	2,133,900	1,792,500	138,315
Pipes and Tubes - - - - -	2,350,670	2,293,460	2,815,400	2,210,890	168,818
Rice-bowls - - - - -	641,190	655,710	701,250	525,410	43,553
Sheets and Plates :					
Tinned - - - - -	1,576,460	1,181,410	2,151,950	1,828,700	136,424
Galvanised - - - - -	7,242,880	8,177,770	7,013,940	5,877,920	442,400
Not Galvanised or Tinned - - -	2,472,240	2,171,260	2,294,550	1,375,840	117,397
Wire - - - - -	183,360	201,180	227,900	206,360	17,787
Other manufactures of wrought or cast iron, or of iron mixed with steel - -	806,850	1,164,650	1,837,850	1,102,820	77,216
	28,118,460	27,693,710	28,722,890	23,085,790	1,612,932

## No. 5—continued.

## QUANTITY OF IMPORTS OF PRINCIPAL ARTICLES into British India—continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>III.—METALS AND MANUFACTURES OF—continued.</b>					
<b>Metals—continued.</b>					
Lead :					
Ore - - - - - Cwt.	2,698	6,083	3,158	4,146	5,578
Pig - - - - - "	20,684	13,962	10,773	13,891	12,658
Wrought :					
Sheets for tea chests - - - "	80,400	83,236	79,714	65,319	66,382
Sheets, Pipes, and Tubes - - "	8,236	8,397	9,234	8,321	9,044
Other sorts - - - - - "	9,668	11,756	11,404	9,118	9,587
"	121,686	123,434	114,283	100,795	103,249
Quicksilver - - - - - Lbs.	354,307	260,141	316,208	254,274	192,878
Steel :					
Bars - - - - - Cwt.	598,943	582,501	800,338	699,144	500,676
Beams, Pillars, Girders, and Bridge-work - - - - - "	*	*	287,482	292,258	300,528
Cast - - - - - "	8,516	15,330	25,248	16,149	12,865
Hoop - - - - - "	223,536	221,743	235,977	230,879	184,443
Plates and sheets - - - - - "	321,511	287,838	278,652	241,835	257,522
Other sorts - - - - - "	549,747	445,516	219,408	202,639	196,682
"	1,702,253	1,552,928	1,847,105	1,682,904	1,452,716
Tin :					
Unwrought (block) - - - - - "	50,150	36,300	38,483	29,099	17,292
Wrought (including plates or sheets, not tinned iron) - - - "	179	97	145	99	109
"	50,329	36,397	38,628	29,198	17,401
Zinc or Spelter :					
Unwrought - - - - - "	73,378	26,990	38,955	61,954	55,393
Wrought or manufactured - - - "	15,873	17,828	23,399	11,928	21,228
Other sorts - - - - - "	610	12	354	832	459
"	89,861	44,830	62,708	74,714	77,080
Unenumerated - - - - - "	9,488	10,207	17,657	24,636	22,893
Total Metals - - - - - "	6,459,568	5,910,203	6,356,639	5,464,888	4,758,037
Hardware and Cutlery (including plated ware):					
Cutlery - - - - - "	—	—	—	—	—
Hardware :					
Agricultural Implements - - - - -	—	—	—	—	—
Other implements and tools - - -	—	—	—	—	—
Sewing machines - - - - - No.	12,374	10,450	8,675	14,186	13,819
Other sorts - - - - - "	—	—	—	—	—
Machinery and Millwork :					
Steam Engines and parts :					
Locomotives (excluding those for Railways)	—	—	—	—	—
Other sorts - - - - - "	—	—	—	—	—
Agricultural (not being steam) - -	—	—	—	—	—
Other sorts - - - - - "	—	—	—	—	—
Railway Plant and Rolling-stock :					
Carriages and Trucks, and parts thereof	—	—	—	—	—
Locomotive Engines and Tenders, and parts thereof	—	—	—	—	—
Materials for Construction :					
Rails and Fish plates of steel and iron Cwt.	751,628	1,914,722	1,676,502	1,607,419	1,126,411
Sleepers and Keys " " "	300,368	1,771,161	863,546	845,973	218,885
Other sorts - - - - - "	504,006	902,696	1,238,418	1,134,092	1,273,353
<b>IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS:</b>					
Chemicals :					
Alum - - - - - Cwt.	71,512	79,720	53,893	103,307	65,953
Arsenic - - - - - "	1,515	2,492	1,729	1,918	2,040
Bicarbonate of soda - - - - - "	37,506	42,159	30,873	48,581	57,142
Chemicals for paper-making - - -	—	—	—	—	—
Copperas - - - - - Cwt.	17,231	25,722	21,694	20,008	17,375
Sal Ammoniac - - - - - "	7,608	5,316	4,246	4,512	2,682
Sulphur (Brimstone) - - - - - "	24,800	34,930	20,086	28,420	33,068
Sulphuric Acid - - - - - "	23,990	38,892	40,410	35,405	47,819
Other sorts - - - - - "	—	—	—	—	—

\* Not separately enumerated.

## No. 6—continued.

## VALUE of IMPORTS of PRINCIPAL ARTICLES into British India—continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
III.—METALS AND MANUFACTURES OF—continued.					
METALS—continued.	<i>Rupces.</i>	<i>Rupces.</i>	<i>Rupces.</i>	<i>Rupces.</i>	£
Lead :					
Ore - - - - -	34,850	71,240	39,420	52,560	4,810
Pig - - - - -	217,600	147,460	113,210	152,970	11,023
Wrought :					
Sheets for tea chests - - - - -	1,226,460	1,185,240	1,107,830	916,340	69,789
Sheets, Pipes, and Tubes - - - - -	108,480	102,450	117,090	104,180	8,468
Other sorts - - - - -	153,770	187,190	181,260	145,920	10,396
	1,741,160	1,693,580	1,558,810	1,371,970	104,486
Quicksilver - - - - -	608,150	411,970	476,200	399,580	22,601
Steel :					
Bars - - - - -	3,278,460	3,152,300	4,339,860	3,849,680	221,402
Beams, Pillars, Girders, and Bridgework - - - - -	*	*	1,551,440	1,502,700	110,069
Cast - - - - -	140,010	214,370	347,420	243,040	12,981
Hoop - - - - -	1,529,190	1,542,540	1,642,190	1,637,900	91,706
Plates and sheets - - - - -	2,082,900	1,841,690	1,789,700	1,560,770	127,727
Other sorts - - - - -	3,336,990	2,873,360	1,693,870	1,460,950	103,349
	10,367,550	9,624,260	11,364,480	10,255,040	667,234
Tin :					
Unwrought (block) - - - - -	3,278,300	2,196,540	2,198,320	1,660,000	91,525
Wrought (including plates or sheets, not tinned iron) - - - - -	15,810	8,830	18,000	7,720	750
	3,294,110	2,205,370	2,216,320	1,667,720	92,275
Zinc or Spelter :					
Unwrought - - - - -	939,010	363,410	544,310	908,620	58,991
Wrought or manufactured - - - - -	301,680	338,760	428,180	241,970	33,310
Other sorts - - - - -	10,310	150	4,760	13,460	642
	1,251,000	702,320	977,250	1,164,050	92,943
Unenumerated - - - - -	854,210	924,780	1,527,790	2,088,340	134,028
Total Metals - - - - -	67,734,720	54,577,180	61,802,480	51,792,460	3,120,503
Hardware and Cutlery (including plated ware) :					
Cutlery - - - - -	*	468,420†	989,700	874,520	64,780
Hardware :					
Agricultural Implements - - - - -	609,410	779,000	888,380	612,300	48,145
Other Implements and Tools - - - - -	*	432,920†	1,248,600	992,760	79,218
Sewing Machines - - - - -	582,330	466,280	326,710	559,310	36,926
Other sorts - - - - -	13,643,010	13,364,250	11,194,260	11,262,340	831,126
	14,834,750	15,510,870	14,647,650	14,301,230	1,060,195
Machinery and Millwork :					
Steam Engines and parts :					
Locomotives (excluding those for Railways) - - - - -	127,370	128,740	122,020	106,540	14,330
Other sorts - - - - -	15,337,740	17,188,160	13,700,340	19,039,560	1,007,070
Agricultural (not being steam) - - - - -	1,927,910	1,145,130	855,060	255,800	4,348
Other sorts - - - - -	14,980,990	16,629,590	13,900,350	11,157,410	668,854
	32,374,010	35,091,620	28,577,770	30,559,310	1,694,602
Railway Plant and Rolling-stock :					
Carriages and Trucks, and parts thereof - - - - -	3,323,720	2,221,590	6,188,910	6,030,790	617,425
Locomotive Engines and Tenders, and parts thereof - - - - -	4,469,130	1,677,280	2,058,850	4,768,930	313,919
Materials for Construction :					
Rails and Fish-plates of steel and iron - - - - -	2,863,810	8,246,130	8,077,180	6,448,040	314,909
Sleepers and Keys - - - - -	1,040,140	6,585,070	2,933,550	3,115,430	62,888
Other sorts - - - - -	3,509,040	6,855,910	8,327,020	7,884,960	542,244
	15,205,840	25,585,980	27,585,510	28,248,150	1,851,385
Total Value of Metals and Manufactures of - - - - -	130,149,320	130,765,650	132,613,410	124,901,150	7,726,685
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS :					
Chemicals :					
Alum - - - - -	398,200	249,490	463,920	282,550	17,404
Arsenic - - - - -	50,820	31,480	38,080	45,960	2,732
Bicarbonate of soda - - - - -	293,960	202,870	324,470	367,630	23,816
Chemicals for paper-making - - - - -	925,380	699,080	742,290	783,920	54,892
Coppers - - - - -	107,020	64,360	92,890	81,830	4,277
Sal Ammoniac - - - - -	189,080	143,310	135,550	119,110	4,683
Sulphur (Brimstone) - - - - -	197,000	113,120	158,290	187,530	12,567
Sulphuric Acid - - - - -	487,870	494,170	408,220	332,360	32,297
Other sorts - - - - -	1,906,130	1,867,470	2,196,810	2,045,630	147,024
	4,555,460	3,865,350	4,560,520	4,246,520	299,602

\* Not separately enumerated.

† From November 1896 only.

ARTICLES.		1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS</b>						
<i>—continued.</i>						
<b>Drugs, Medicines, and Narcotics :</b>						
Aloes	Cwt.	476	162	867	349	648
Asafetida	"	8,469	5,949	10,558	8,208	5,809
Camphor	Lbs.	830,621	1,154,172	1,395,938	1,242,082	1,072,242
Cassia Lignea	Cwt.	21,831	10,754	21,661	21,975	20,022
Galangal	"	3,838	4,498	6,447	5,888	2,794
Quinine	Lbs.	49,524	46,122	49,981	46,674	51,251
Other sorts	"					
Opium	Lbs.	329	281	375	255	279
Tobacco :						
Unmanufactured	"	807,747	427,111	658,026	509,130	832,672
Manufactured :						
Cigars	"	269,890	241,108	148,280	144,923	142,596
Other sorts	"	1,494,691	1,507,717	1,829,866	2,034,791	2,414,310
		2,572,328	2,175,936	2,636,172	2,688,844	3,389,578
<b>Dyeing and Tanning Materials :</b>						
Alizarine Dyes	Lbs.	5,072,101	4,915,003	4,929,516	5,922,988	5,479,514
Aniline	"	2,693,272	2,101,174	2,704,781	3,095,847	2,751,474
Cochineal	Cwt.	2,260	1,703	1,648	1,650	1,327
Gambier	"	21,191	19,946	27,245	19,992	23,901
Indigo	"	1,213	616	32	171	273
Madder or Manjit	"	2,339	547	1,605	788	688
Myrabolams	"	466	334	784	685	1,688
Saffron	"	305	206	284	275	29,974
Other sorts	"	8,013	9,149	11,477	23,922	32,269
<b>V.—OILS :</b>						
<b>Oils :</b>						
Animal	Gals.	213,360	181,490	320,317	306,971	324,043
Essential	"	6,761	6,802	6,281	6,342	7,015
Mineral						
Kerosene	"	63,312,422	64,471,307	82,795,496	76,625,406	70,440,116
Other sorts	{ and Cwt.	3,335,499 54	3,949,841 162	4,529,530 378	5,326,066 261	4,519,317 139
	{ Gals. and Cwt.	66,647,921 54	68,421,148 162	87,325,026 378	81,951,472 261	74,959,433 139
<b>Vegetable, not Essential :</b>						
Cocoa-nut	Gals.	588,597	1,884,052	2,784,936	1,624,157	1,139,076
Earth-nut	"	14,653	2,296	1,842	1,415	2,397
Linseed	"	217,878	234,352	263,571	186,577	203,613
Other sorts	"	41,390	33,528	33,517	67,628	26,707
		862,518	2,154,228	3,083,866	1,879,777	1,371,793
Total Quantity of Oils	{ Gals. and Cwt.	67,730,560 54	70,763,638 162	90,735,490 378	84,144,562 261	76,662,284 139
<b>VL—RAW MATERIALS AND UNMANUFACTURED ARTICLES :</b>						
Bristles and fibre for brushes and brooms	Cwt.	110	650	179	244	241
Canes and Rattans	"	28,222	30,235	31,388	34,710	32,615
Coal :						
Coal	Tons	746,850	481,036	247,613	346,988	398,014
Coke	"	14,396	13,374	14,196	11,391	13,680
Patent fuel	"	750	550	0	501	10,682
		761,996	494,960	261,739	358,880	422,376
Cotton :						
Asiatic	Cwt.	51,474	20,778	16,376	1,635	27,644
Other than Asiatic	"	65,920	36,239	29,837	35,833	161,151
	"	117,394	57,017	46,213	37,468	188,795
Fodder, bran, and cattle-food of all kinds	Cwt.	17,422	33,160	25,566	23,276	44,262
Gums and Resins :						
Arabic	Cwt.	5,627	2,879	3,359	2,841	1,836
Benjamin	"	13,464	12,011	10,600	10,723	13,013
Olibanum or Frankincense	"	30,426	21,719	21,842	20,487	24,206
Resin	"	51,221	47,980	46,596	61,530	47,808
Other sorts	"	20,509	15,185	19,64		



## VALUE OF IMPORTS OF PRINCIPAL ARTICLES into British India—continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS</b>					
<i>—continued.</i>	<i>Rupces.</i>	<i>Rupces.</i>	<i>Rupces.</i>	<i>Rupces.</i>	<i>£</i>
Drugs, Medicines, and Narcotics :					
Aloes - - - - -	12,770	3,640	25,070	7,550	1,275
Asafoetida - - - - -	341,050	261,220	330,180	310,290	13,967
Camphor - - - - -	1,032,790	1,194,870	1,176,570	961,320	68,616
Cassia lignea - - - - -	505,860	394,920	594,770	619,520	36,076
Galangal - - - - -	31,980	36,600	46,960	42,590	1,435
Quinine - - - - -	625,830	471,670	520,070	498,640	42,502
Other sorts - - - - -	3,061,340	2,723,440	2,841,880	2,742,720	172,302
	5,611,620	5,086,360	5,535,500	5,182,630	336,163
Opium - - - - -	5,360	4,360	5,570	3,370	256
Tobacco :					
Unmanufactured - - - - -	482,610	309,340	412,380	351,540	31,450
Manufactured :					
Cigars - - - - -	619,710	554,080	445,600	439,950	28,583
Other sorts - - - - -	1,742,800	1,766,840	1,969,810	2,139,040	162,608
	2,845,120	2,630,260	2,827,790	2,930,530	222,641
Dyeing and Tanning Materials :					
Alizarine Dyes - - - - -	3,260,300	3,103,210	2,722,270	2,824,050	145,306
Aniline - - - - -	3,778,710	2,960,050	3,460,810	3,588,660	190,585
Cochineal - - - - -	315,800	230,420	214,550	200,460	8,796
Gambier - - - - -	453,430	436,020	513,940	304,120	24,315
Indigo - - - - -	100,240	10,630	2,270	16,780	575
Madder or Manjit - - - - -	21,720	5,930	14,570	8,020	473
Myrabolams - - - - -	1,920	1,440	3,190	1,970	295
Saffron - - - - -	541,870	387,380	606,240	514,400	36,203
Other sorts - - - - -	114,940	178,390	138,220	312,610	22,358
	8,588,930	7,313,470	7,676,060	7,771,070	428,906
Total Value of Chemicals, Drugs Medicines and Narcotics, and Dyeing and Tanning Materials	21,606,490	18,899,800	20,605,440	20,134,120	1,287,658
<b>V.—OILS :</b>					
Oils :					
Animal - - - - -	260,690	219,760	366,810	321,250	23,253
Essential - - - - -	105,120	115,660	106,760	125,500	8,804
Mineral :					
Kerosene - - - - -	27,797,430	28,593,560	33,977,870	29,858,720	1,959,988
Other sorts - - - - -	1,876,570	2,289,230	2,540,050	2,594,010	160,373
	29,674,000	30,882,790	36,517,920	32,452,780	2,120,361
Vegetable, not Essential :					
Cocoa-nut - - - - -	856,160	2,711,640	4,008,790	2,239,350	105,052
Earth-nut - - - - -	18,260	2,730	2,350	2,190	237
Linseed - - - - -	420,200	418,650	417,610	306,180	23,756
Other sorts - - - - -	39,770	40,270	45,420	72,860	2,652
	1,334,300	3,173,290	4,474,170	2,620,570	131,697
Total Value of Oils - - -	31,374,200	34,391,500	41,465,660	35,520,050	2,284,115
<b>VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES :</b>					
Bristles and fibre for brushes and brooms - - -	13,050	21,320	7,530	13,800	912
Canes and Rattans - - - - -	275,130	321,650	297,680	321,370	20,791
Coal :					
Coal - - - - -	13,562,360	9,307,560	4,852,880	6,605,560	490,208
Coke - - - - -	450,540	469,410	500,900	346,270	32,577
Patent fuel - - - - -	15,000	13,250	0	11,960	17,358
	14,027,900	9,790,220	5,353,780	6,963,790	540,143
Cotton :					
Asiatic - - - - -	588,350	281,290	290,320	32,720	35,674
Other than Asiatic - - - - -	1,683,300	997,300	748,190	830,470	272,532
	2,271,650	1,278,590	1,038,510	863,190	308,206
Fodder, bran, and cattle food of all kinds - - -	58,770	110,920	118,770	119,460	11,366
Gums and Resins :					
Arabic - - - - -	104,840	56,440	65,930	59,530	2,572
Benjamin - - - - -	364,440	327,620	266,480	265,730	22,876
Olibanum or Frankincense - - - - -	312,780	228,360	229,640	212,420	18,939
Rosin - - - - -	291,810	281,930	261,140	302,410	14,325
Other sorts - - - - -	290,100	215,750	233,980	253,610	18,236
	1,303,970	1,110,100	1,067,180	1,093,700	76,948
Hemp - - - - -	271,180	293,160	236,800	303,620	18,936
Hides and Skins :					
Hides - - - - -	177,020	151,760	148,810	109,100	3,398
Skins - - - - -	711,200	752,990	847,340	880,580	49,191
	888,220	904,750	996,150	989,680	52,589

## No. 5—continued.

## QUANTITY of IMPORTS of PRINCIPAL ARTICLES into British India—continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—continued.</b>					
Horns - - - - - Cwt.	414	400	396	395	297
Ivory - - - - - Lbs.	450,240	331,085	335,562	329,085	169,162
Jewellery &c. :					
Precious Stones and Pearls, unset - - -	—	—	—	—	—
Lac, stick - - - - - Cwt.	8,398	4,424	3,488	1,552	3,599
Manures - - - - - Tons.	190	338	1,220	1,081	1,390
Natural History Specimens - - - - -	—	—	—	—	—
Pitch, Tar, and Dammer - - - - - Cwt.	157,876	114,696	152,223	161,217	176,951
Plants, Living - - - - -	—	—	—	—	—
Seeds :					
Essential - - - - - Cwt.	7,232	6,047	3,361	2,431	2,907
Castor - - - - - "	37	6,818	78	99	25
Linseed - - - - - "	11,128	8,008	10,112	5,732	5,162
Mustard - - - - - "	1,341	300	40	253	42
Poppy - - - - - "	4,687	5,976	2,525	1,053	966
Rape - - - - - "	7,321	2,170	10,275	2,969	11,424
Til or Jinjili - - - - - "	59,472	42,569	36,089	32,702	4,334
Other sorts - - - - - "	9,915	12,583	15,743	15,025	11,278
	101,133	84,471	78,223	60,264	36,138
Shells and Cowries :					
Shells(chanks,large ornamental shells,&c.) Cwt.	16,743	14,103	11,841	14,284	14,159
Tortoise-shell (including nakhla or nakh) Lbs.	18,363	20,885	16,339	20,867	18,602
Cowries - - - - - Cwt.	18,508	18,263	12,560	15,401	17,169
Silk - - - - - Lbs.	3,030,546	2,287,752	2,049,608	2,250,866	1,694,848
Stone and Marble - - - - - Cwt.	848,309	489,695	723,341	614,181	578,843
Tallow - - - - - "	6,046	9,230	12,932	14,382	14,444
Wood :					
Teak - - - - - Cubic Tons	24,294	14,120	13,595	7,795	9,377
Other Timber - - - - - "	20,249	17,167	14,295	15,301	21,605
Firewood - - - - - Tons	2,166	1,701	1,809	1,186	485
Ornamental :					
Sandal - - - - -	—	—	—	—	—
Other sorts - - - - -	—	—	—	—	—
Wool - - - - - Lbs.	5,552,258	4,725,809	4,420,262	3,283,905	3,364,038
All other Articles - - - - -	—	—	—	—	—
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED :</b>					
Yarns and Textile Fabrics :					
Cotton :					
Twist and Yarn - - - - - Lbs.	46,354,766	50,173,890	58,290,717	45,545,668	42,621,854
Piece goods :					
Grey (unbleached) - - - - - Yards	1,066,445,699	1,222,920,496	1,149,479,541	1,257,720,612	1,274,912,153
White (bleached) - - - - - "	333,753,892	414,154,363	432,732,412	414,959,296	444,546,485
Coloured, printed, or dyed - - - - - "	314,679,687	359,916,269	278,385,970	396,419,985	471,884,268
	1,714,879,278	1,996,991,128	1,860,597,923	2,069,099,893	2,191,342,906
Handkerchiefs and Shawls in the piece - - - - - No.	16,776,764	13,072,805	9,121,140	13,264,541	18,248,440
Canvas - - - - - Yards	167,465	63,436	110,941	109,749	62,113
Lace and Patent Net - - - - - No.	2,460,696	1,907,326	1,140,649	1,567,627	2,682,572
Hosiery pure and mixed - - - - -	—	—	—	—	—
Rope - - - - - Lbs.	144,792	123,692	197,732	252,922	212,867
Thread, sewing - - - - - "	825,829	705,076	764,155	846,580	869,131
Other sorts - - - - - "	1,844,425	2,023,946	2,473,373	2,579,949	3,456,735
Flax :					
Twist and Yarn - - - - - Lbs.	23,762	7,687	20,574	13,039	10,394
Canvas - - - - - Yards	1,524,502	1,460,892	1,784,298	1,505,929	1,555,901
Piece goods - - - - - "	1,115,540	1,554,580	1,179,537	1,336,077	1,239,355
Thread, sewing - - - - - Lbs.	109,280	85,725	57,817	90,681	92,989
Other sorts (including bags and sacks) - - - - -	264,042	88,747	129,279	162,672	170,285
Hemp (excluding cordage) :					
Bags and Sacks - - - - - No.	2,020	5,716	4,072	528	56
Cloth - - - - - Yards	194,318	129,946	250,650	155,513	244,557

## No. 6—continued.

## VALUE of IMPORTS of PRINCIPAL ARTICLES into British India—continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—continued.</b>					
<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£</i>	
Horns . . . . .	91,300	93,590	82,220	57,620	3,367
Ivory . . . . .	3,090,130	2,141,630	2,149,260	2,128,660	70,330
<b>Jewellery, &amp;c. :</b>					
Precious Stones and Pearls, unset . . . . .	6,523,510	5,286,800	4,504,900	3,899,530	618,231
Lac, stick . . . . .	325,100	146,300	84,240	37,000	5,961
Manures . . . . .	14,180	28,920	56,940	95,520	6,198
Natural History Specimens . . . . .	11,880	17,390	12,310	7,390	841
Pitch, Tar, and Dammer . . . . .	654,310	491,990	628,180	653,940	46,461
Plants, Living . . . . .	16,720	15,910	13,870	10,290	856
<b>Seeds :</b>					
Essential . . . . .	150,640	144,410	71,740	55,990	5,397
Castor . . . . .	180	51,660	510	650	9
Linseed . . . . .	78,160	52,190	70,870	37,610	2,202
Mustard . . . . .	8,940	1,870	240	1,750	20
Poppy . . . . .	37,290	45,540	21,370	7,300	479
Rape . . . . .	42,660	14,170	60,180	17,850	5,342
Til or Jinjili . . . . .	418,650	308,140	252,270	228,050	2,170
Other sorts . . . . .	194,310	233,010	273,560	245,810	12,001
	931,830	850,990	750,740	595,010	27,620
<b>Shells and cowries :</b>					
Shells (chanks, large ornamental shells, &c.) . . . . .	310,800	196,210	198,240	262,610	16,482
Tortoise-shell (including nakhla or nakli) . . . . .	55,120	54,270	55,430	51,480	2,111
Cowries . . . . .	69,690	93,180	61,740	52,770	3,508
Silk . . . . .	12,329,500	8,754,880	6,697,720	7,976,570	384,059
Stone and Marble . . . . .	289,000	251,080	385,940	314,210	19,758
Tallow . . . . .	144,990	109,160	270,350	307,800	21,551
<b>Wood :</b>					
Teak . . . . .	1,579,400	1,004,810	1,039,310	581,270	49,723
Other Timber . . . . .	989,980	881,620	648,780	728,440	68,249
Firewood . . . . .	24,730	19,240	16,940	13,260	361
<b>Ornamental :</b>					
Sandal . . . . .	4,120	8,260	22,160	21,230	1,701
Other sorts . . . . .	24,610	16,820	26,140	57,590	1,606
	2,622,840	1,930,750	1,753,330	1,401,790	121,640
<b>Wool . . . . .</b>	1,607,490	1,402,280	1,243,840	914,970	56,969
<b>All other Articles . . . . .</b>	321,980	318,820	207,450	282,990	23,871
<b>Total Value of Raw Materials and Unmanufactured Articles . . . . .</b>	48,520,240	36,104,860	28,263,080	29,718,760	2,459,705
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED :</b>					
<b>Yarns and Textile Fabrics :</b>					
<b>Cotton :</b>					
Twist and Yarn . . . . .	29,710,900	33,258,710	34,930,380	25,516,340	1,633,341
<b>Piece Goods :</b>					
Grey (unbleached) . . . . .	126,343,930	144,088,790	128,643,130	133,756,970	9,321,922
White (bleached) . . . . .	45,896,730	57,302,800	53,547,620	49,668,430	3,560,583
Coloured, printed, or dyed . . . . .	49,354,060	56,079,530	40,662,830	55,566,300	4,392,650
	221,594,720	257,471,120	222,853,580	238,991,700	17,275,155
<b>Handkerchiefs and Shawls in the piece . . . . .</b>	1,992,900	1,595,440	876,640	1,283,050	146,867
Canvas . . . . .	54,990	24,540	34,430	24,380	1,847
Hosiery, pure and mixed . . . . .	1,008,680	1,960,370	1,927,530	2,821,680	301,074
Lace and Patent Net . . . . .	472,870	456,130	245,080	430,000	38,088
Rope . . . . .	100,140	85,740	114,690	135,330	7,870
Thread, sewing . . . . .	1,608,750	1,404,790	1,555,920	1,705,060	117,086
Other sorts . . . . .	1,014,770	1,244,710	1,410,070	1,389,660	113,422
	227,847,820	264,242,840	229,019,700	246,780,860	18,001,409
<b>Flax :</b>					
Twist and Yarn . . . . .	9,340	4,200	12,040	6,900	300
<b>Canvas . . . . .</b>	918,600	836,970	987,960	760,850	57,278
Piece goods . . . . .	435,910	504,140	373,620	380,120	26,169
Thread, sewing . . . . .	118,810	93,690	92,140	91,690	5,782
Other sorts (including bags and sacks) . . . . .	182,920	86,420	101,620	130,950	9,116
	1,656,240	1,521,220	1,555,340	1,363,010	97,345
<b>Hemp (excluding cordage) :</b>					
Bags and Sacks . . . . .	310	9,350	4,640	170	20
Cloth . . . . .	102,530	60,580	130,610	62,480	6,907
	102,840	69,930	135,250	62,650	6,927

## No. 5—concluded.

## QUANTITY of IMPORTS of PRINCIPAL ARTICLES into British India—concluded.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
VII. ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—continued.					
Corals, Real . . . . . Lbs.	291,614	230,989	206,265	243,415	208,756
Cordage and Rope of vegetable fibre (excluding jute) . . . . . Cwt.	8,606	10,465	10,390	13,944	12,211
Corks . . . . . " 967	927	807	991	824	
Earthenware and Porcelain (excluding earthenware piping) . . . . .	—	—	—	—	—
Fireworks . . . . .	—	—	—	—	—
Glass :					
Sheet and Plate . . . . . Supl. Feet	8,344,537	8,343,436	6,436,988	8,396,641	8,163,667
Beads and False Pearls . . . . . Cwt.	21,842	17,462	13,938	12,132	16,513
Bottles, common . . . . . { Gross	25,109	22,962	28,475	27,981	30,180
Other ware . . . . . { = Cwt.	37,804	34,540	43,159	40,022	46,248
Hides and Skins :					
Hides, dressed or tanned . . . . . { No.	14,120	13,142	11,439	17,316	24,753
Skins, dressed or tanned . . . . . { = Cwt.	865	790	886	1,021	1,093
Hides, dressed or tanned . . . . . { No.	194,331	237,644	194,328	252,550	234,420
Skins, dressed or tanned . . . . . { = Cwt.	1,307	1,373	1,198	1,442	1,242
Hides, dressed or tanned . . . . . { No.	208,451	250,786	205,767	269,866	259,173
Skins, dressed or tanned . . . . . { = Cwt.	2,172	2,163	2,084	2,463	2,335
Instruments, Apparatus, and Appliances, and parts thereof :					
Musical . . . . .	—	—	—	—	—
Photographic . . . . .	—	—	—	—	—
Scientific, Philosophical, &c. . . . .	—	—	—	—	—
Ivory, manufactured . . . . .	—	—	—	—	—
Jewellery, &c. :					
Jewellery . . . . .	—	—	—	—	—
Plate . . . . .	—	—	—	—	—
Leather :					
Unwrought . . . . . Cwt.	1,765	1,702	1,631	1,755	2,202
Saddlery and Harness . . . . .	—	—	—	—	—
Other sorts . . . . .	—	—	—	—	—
Matches . . . . .	—	—	—	—	—
Mats and Matting . . . . . Sq. Yds.	1,692,800	1,209,107	1,499,320	1,541,185	1,255,225
Oil and Floor Cloth . . . . .	721,465	451,166	738,692	755,043	691,263
Paints and Colours . . . . . Cwt.	190,661	190,505	180,643	199,983	182,341
Painters' Materials . . . . .	—	—	—	—	—
Paper and Pasteboard :					
Printing Paper . . . . . Cwt.	72,959	74,091	65,100	91,092	98,635
Writing Paper and Envelopes . . . . .	—	—	—	—	—
Other kinds of Paper . . . . . Cwt.	78,899	73,021	61,131	76,993	88,460
Pasteboard, Millboard, &c. . . . .	8,851	7,294	10,801	17,197	15,522
Perfumery . . . . .	—	—	—	—	—
Printing and Lithographing materials (other than paper) . . . . .	—	—	—	—	—
Ships, parts of . . . . .	—	—	—	—	—
Soap . . . . . Cwt.	64,040	55,339	62,735	80,992	98,574
Stationery (excluding paper) . . . . .	—	—	—	—	—
Sticks and Whips (including fishing rods and lines) . . . . .	—	—	—	—	—
Tea-chests (entire or in sections) . . . . .	—	—	—	—	—
Telegraph, Materials for construction of . . . . .	—	—	—	—	—
Toys and Requisites for Games . . . . .	—	—	—	—	—
Umbrellas . . . . . No.	4,051,735	3,790,897	4,021,980	3,036,658	3,099,766
Wood, manufactures of . . . . .	—	—	—	—	—
Articles (not specified) imported by Post . . . . .	—	—	—	—	—
All other Articles . . . . .	—	—	—	—	—

## No. 6—concluded.

## VALUE of IMPORTS of PRINCIPAL ARTICLES into British India—concluded.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—continued.</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£</i>
Corals, Real	1,138,620	735,340	668,480	867,400	52,701
Cordage and Rope of vegetable fibre (excluding jute)	379,340	434,720	428,290	518,770	32,446
Corks	150,290	143,490	120,470	124,800	7,514
Earthenware and Porcelain (excluding earthenware piping)	2,314,220	2,151,010	2,050,420	1,873,490	132,691
Fireworks	495,170	611,950	541,630	473,240	33,699
Glass :					
Sheet and Plate	675,530	752,190	592,100	738,340	52,875
Beads and False Pearls	1,568,350	1,486,480	1,112,620	1,002,900	95,043
Bottles, common	393,220	335,430	419,480	389,900	27,769
Other ware	4,773,680	4,466,360	3,640,440	4,491,790	335,614
	7,410,780	7,040,460	5,764,630	6,622,930	511,101
Hides and Skins :					
Hides, dressed or tanned	100,830	70,290	77,620	82,080	7,951
Skins, dressed or tanned	535,600	589,190	457,770	523,690	31,791
	636,430	659,480	535,390	605,770	39,742
Instruments, Apparatus, and Appliances, and parts thereof :					
Musical	1,002,140	971,250	815,530	807,960	63,229
Photographic	516,330	465,830	446,320	524,740	36,591
Scientific, Philosophical, &c.	1,728,100	1,804,230	1,805,200	2,078,310	160,085
	3,246,570	3,241,310	3,067,050	3,411,010	259,905
Ivory, manufactured	362,700	177,600	295,080	283,390	8,604
Jewellery, &c. :					
Jewellery	1,197,510	992,090	1,032,610	1,118,830	93,049
Plate	72,370	121,640	178,050	236,010	23,719
	1,269,880	1,113,730	1,210,660	1,354,840	116,768
Leather :					
Unwrought	397,040	358,880	279,030	279,830	23,128
Saddlery and Harness	705,320	647,190	478,680	468,420	30,035
Other sorts	1,106,430	1,077,550	1,095,570	1,229,950	73,676
	2,208,790	2,083,620	1,853,280	1,978,200	126,839
Matches	3,614,330	2,848,070	4,171,950	3,797,890	231,729
Mats and Matting	191,840	153,620	176,650	156,930	11,034
Oil and Floor Cloth	405,570	299,150	378,210	432,340	27,364
Paints and Colours	2,819,770	2,690,320	2,664,530	2,573,030	176,947
Painters' Materials	936,000	709,300	579,230	767,340	54,486
Paper and Pasteboard :					
Printing Paper	1,149,140	1,083,140	971,290	1,283,910	88,278
Writing Paper and Envelopes	1,416,980	1,498,200	1,329,390	1,332,710	98,163
Other kinds of Paper	1,461,110	1,199,610	921,760	1,068,310	79,410
Pasteboard, Millboard, &c.	72,600	61,850	96,750	141,640	8,361
	4,099,830	3,842,800	3,319,190	3,826,570	274,212
Perfumery	235,590	214,570	266,430	269,700	19,479
Printing and Lithographing materials (other than paper)	515,100	496,030	515,620	523,500	30,552
Ships, parts of	825,570	1,397,800	1,168,410	767,110	79,251
Soap	1,316,310	1,170,670	1,243,710	1,316,590	107,133
Stationery (excluding paper)	3,346,050	3,318,790	2,773,040	2,899,820	195,844
Sticks and Whips (including fishing rods and lines)	*	117,380	70,120	81,370	5,580
Tea-chests (entire or in sections)	*	*	*	1,262,420	98,284
Telegraph, Materials for construction of	24,370	20,700	17,920	26,590	411
Toys and Requisites for Games	1,845,710	1,924,450	1,411,040	1,673,680	131,452
Umbrellas	3,442,180	3,069,430	3,353,740	2,434,380	182,021
Wool, manufactures of	633,830	696,800	778,570	372,770	28,754
Articles (not specified) imported by Post	3,157,060	2,750,850	2,806,600	3,341,730	247,373
All other Articles	2,840,480	2,591,290	2,675,410	2,357,280	194,160
<b>Total Value of Articles Manufactured and partly Manufactured</b>	<b>371,199,150</b>	<b>405,613,010</b>	<b>360,034,570</b>	<b>378,340,710</b>	<b>27,022,897</b>
<b>GRAND TOTAL</b>	<b>693,163,950</b>	<b>717,938,290</b>	<b>692,666,630</b>	<b>683,803,410</b>	<b>47,141,242</b>

\* Not separately enumerated.

QUANTITY of EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURE from  
British India.

ARTICLES.	1895-96.	1896-97.	1897 98.	1898-99.	1899-1900
<b>I.—ANIMALS, LIVING :</b>					
Horses - - - - - No.	235	224	150	92	194
Other sorts - - - - - „	164,086	167,685	205,235	208,497	290,554
Total Number of Animals, Living - „	164,321	167,909	205,385	208,589	290,748
<b>II.—ARTICLES OF FOOD AND DRINK :</b>					
Coffee - - - - - Cwt.	290,902	210,797	225,008	270,056	281,353
Fruits and Vegetables :					
Fruits :					
Cocoanuts - - - - - No.	283,775	140,780	351,225	269,971	175,250
„ Kernel or Copra - - - Cwt.	55,212	7,197	29,973	56,569	97,029
Other sorts - - - - - „	—	—	—	—	—
Vegetables, fresh - - - - - „	—	—	—	—	—
Grain and Pulse :					
Barley - - - - - Cwt.	34,058	19,537	34,471	96,193	24,221
Gram - - - - - „	633,199	274,954	206,966	282,706	278,426
Jawar and Bajra - - - - - „	731,669	652,812	642,560	1,960,590	554,687
Oats - - - - - „	90,067	85,064	50,092	55,046	79,083
Pulse - - - - - „	742,086	555,942	306,033	785,002	1,162,170
Rice in the husk - - - - - „	516,162	454,015	474,564	549,482	408,847
„ not in the husk - - - - - „	34,635,624	27,820,322	26,272,097	37,392,804	31,862,546
Rice-flour - - - - - „	456	708	1,002	2,128	1,115
Wheat - - - - - „	10,002,912	1,910,553	2,392,607	19,520,496	9,704,087
Wheat-flour - - - - - „	661,729	599,791	505,283	682,662	557,894
Other sorts - - - - - „	319,069	65,973	39,175	96,229	8,168
	48,332,973	32,420,134	30,890,379	61,423,338	44,641,244
Provisions :					
Biche de mer - - - - - Lbs.	52,308	82,073	97,090	103,573	53,535
Fishmaws and Sharkfins - - - „	1,073,754	1,196,918	1,221,498	1,087,019	1,174,928
Fish, dry, salted - - - - - „	9,595,401	7,375,016	10,738,410	8,318,575	12,887,412
„ „ unsalted - - - - - „	3,605,321	3,086,754	4,560,962	3,082,260	4,045,711
Fruits and Vegetables—dried, salted, or preserved - - - - - Cwt.	212,442	190,696	69,624	107,227	117,108
Ghi - - - - - Lbs.	2,455,260	3,672,349	3,302,907	5,167,068	4,415,033
Lard - - - - - „	374,155	223,859	181,914	180,940	70,243
Other sorts - - - - - Cwt.	31,330	25,640	28,257	35,476	38,769
Spices :					
Betelnuts - - - - - Lbs.	212,543	280,782	286,803	290,166	312,300
Cardamoms - - - - - „	140,772	65,969	108,961	175,808	191,120
Chillies - - - - - „	8,290,346	8,126,173	8,154,144	10,676,596	9,408,385
Ginger - - - - - „	10,802,988	10,708,228	8,272,489	8,481,192	5,959,850
Pepper - - - - - „	9,852,112	13,604,520	9,688,900	12,204,066	10,407,748
Other sorts - - - - - „	157,390	186,551	164,347	172,378	111,072
	29,456,151	32,972,223	26,675,644	32,000,206	26,390,475
Sugar :					
Refined or crystallised, including sugar-candy and confectionery - Cwt.	41,934	62,963	37,887	41,255	33,586
Unrefined - - - - - „	1,021,832	1,097,202	548,895	289,668	560,185
	1,063,766	1,160,165	586,782	330,923	593,771
Tea - - - - - Lbs.	137,710,205	148,908,461	151,451,817	157,470,672	175,038,127
Other articles - - - - - „	—	—	—	—	—
<b>III —METALS AND MANUFACTURES OF :</b>					
Metals :					
Brass (mainly Wrought) - - - Cwt.	4,427	3,701	3,185	3,068	5,320
Copper (mainly Sheets and other manufactures) - - - - - „	2,439	2,185	1,645	2,566	9,725
Iron :					
Ore and Old (for re-manufacture) - „	198	10,657	7,624	2,300	2,498
Wrought :					
Anchors, Cables, and Kentledge „	1,920	1,592	1,610	1,760	1,441
Nails, Screws, Rivets, and Washers „	4,290	2,575	3,114	3,146	2,709
Other manufactures of iron, or of iron mixed with steel - „	2,736	3,758	3,650	2,915	3,628
	9,144	18,582	15,998	10,121	10,276

VALUE of EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURE from  
British India.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>I.—ANIMALS, LIVING :</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£.</i>
Horses . . . . .	41,400	32,680	22,760	21,360	2,026
Other sorts . . . . .	1,569,130	1,746,990	1,391,460	1,578,430	131,784
Total Value of Animals, Living . . . . .	1,610,530	1,779,670	1,414,220	1,599,790	133,810
<b>II.—ARTICLES OF FOOD AND DRINK :</b>					
Coffee . . . . .	21,223,730	21,981,910	15,850,390	17,498,240	989,809
Fruits and Vegetables :					
Fruits :					
Cocoanuts . . . . .	10,280	5,520	12,570	10,110	366
" Kernel or Copra . . . . .	654,810	90,590	318,100	621,910	65,959
Other sorts . . . . .	14,640	15,410	10,580	9,710	695
Vegetables, fresh . . . . .	643,950	695,680	1,052,750	900,510	62,368
	1,323,680	807,200	1,394,000	1,542,240	129,888
Grain and Pulse :					
Barley . . . . .	89,960	75,230	149,260	295,650	5,902
Gram . . . . .	2,083,320	1,110,400	1,166,040	1,193,320	70,633
Jawar and Bajra . . . . .	2,355,970	2,280,220	2,544,100	6,552,060	127,947
Oats . . . . .	291,140	344,900	257,130	215,390	19,186
Pulse . . . . .	2,568,220	2,270,660	1,757,310	3,116,740	245,678
Rice in the husk . . . . .	1,063,440	968,610	1,179,910	1,350,540	60,199
" not in the husk . . . . .	134,307,030	118,502,610	115,870,280	156,776,460	8,670,582
Rice-flour . . . . .	2,420	4,640	8,240	12,540	585
Wheat . . . . .	39,138,960	8,363,950	13,411,510	97,196,880	2,606,331
Wheat-flour . . . . .	4,156,690	4,306,450	4,174,950	4,964,310	256,625
Other sorts . . . . .	1,117,240	256,180	169,290	301,790	1,821
	187,084,430	138,408,620	140,538,760	271,975,680	12,065,489
Provisions :					
Biche de mer . . . . .	7,850	15,700	14,500	23,590	617
Fishmaws and Sharkfins . . . . .	937,740	1,205,590	1,405,230	1,348,870	93,354
Fish, dry, salted . . . . .	969,050	754,030	347,190	816,860	79,036
" " unsalted . . . . .	269,880	241,270	1,093,860	266,930	20,791
Fruits and Vegetables—dried, salted, or preserved . . . . .	619,130	566,360	376,990	628,670	40,981
Ghi . . . . .	995,960	1,500,990	1,285,000	2,148,720	123,178
Lard . . . . .	107,460	67,900	56,040	53,080	1,391
Other sorts . . . . .	884,180	839,150	737,860	810,570	52,025
	4,791,250	5,190,990	5,316,670	6,097,290	411,373
Spices :					
Betelnuts . . . . .	34,720	46,840	43,750	59,270	3,798
Cardamoms . . . . .	195,740	115,580	243,660	336,320	21,850
Chillies . . . . .	694,580	720,930	1,191,100	1,138,030	58,525
Ginger . . . . .	2,363,060	1,969,050	1,468,850	1,326,120	65,019
Pepper . . . . .	1,539,930	2,080,030	1,740,510	3,291,320	214,589
Other sorts . . . . .	47,060	38,130	28,410	34,910	1,749
	4,895,090	4,970,560	4,716,280	6,185,970	365,530
Sugar :					
Refined or crystallised, including sugar-candy and confectionery . . . . .	547,510	662,850	494,890	521,410	27,511
Unrefined . . . . .	5,199,940	6,222,640	2,429,650	1,462,960	197,443
	5,747,450	6,885,490	2,924,540	1,984,370	224,954
Tea . . . . .	76,648,890	81,245,480	80,586,230	80,448,040	6,061,408
Other articles . . . . .	25,920	29,710	16,780	35,460	3,943
Total Value of Articles of Food and Drink . . . . .	302,498,620	253,388,440	350,684,560	385,767,290	20,251,894
<b>III.—METALS AND MANUFACTURES OF :</b>					
Metals :					
Brass (mainly Wrought) . . . . .	509,300	424,050	307,020	283,750	27,727
Copper (mainly Sheets and other manufactures) . . . . .	155,270	143,720	105,300	160,250	32,995
Iron :					
Ore and Old, (for re-manufacture) . . . . .	470	20,440	14,170	5,540	103
Wrought :					
Anchors, Cables, and Kentledge . . . . .	17,150	13,880	12,880	14,000	851
Nails, Screws, Rivets, and Washers . . . . .	48,680	27,400	32,600	31,750	2,112
Other manufactures of iron, or of iron mixed with steel . . . . .	27,270	35,410	29,980	22,550	2,133
	93,570	97,130	89,630	73,840	5,280

## No. 7—continued.

QUANTITY OF EXPORTS OF PRINCIPAL ARTICLES OF INDIAN PRODUCE AND MANUFACTURE from  
British India—continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>III.—METALS AND MANUFACTURES OF— continued.</b>					
<b>Metals—continued.</b>					
Lead - - - - - Cwt.	1,132	4,126	2,309	3,808	4,657
Manganese ore - - - - - "	455,160	946,600	1,576,580	1,257,504	1,904,500
Tin (mainly block) - - - - - "	261	1,688	964	840	759
Unenumerated - - - - - "	6,549	16,094	120	1,037	604
Total Metals - - - - - "	479,112	992,976	1,600,801	12,789,440	1,935,841
Hardware and Cutlery (including plated ware) -	—	—	—	—	—
Machinery and Millwork - - - - -	—	—	—	—	—
Railway Plant and Railway Stock - - - - -	—	—	—	—	—
<b>IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS:</b>					
<b>Chemicals:</b>					
Borax - - - - - Cwt.	6,700	5,516	3,624	4,999	4,405
Saltpetre - - - - - "	421,769	528,452	417,786	365,256	397,385
Other sorts - - - - -	—	—	—	—	—
<b>Drugs, Medicines, and Narcotics:</b>					
Cinchona Bark - - - - - Lbs.	939,938	321,478	3,056,769	1,361,539	3,290,236
Galangal - - - - - Cwt.	788	556	1,216	1,296	1,327
Other sorts - - - - -	—	—	—	—	—
<b>Opium - - - - - { Chests</b>					
<b>- Cwt.</b>					
Opium - - - - -	60,860	62,258	56,069	67,128	67,350
	83,944	86,386	78,280	92,827	93,378
<b>Tobacco:</b>					
Unmanufactured - - - - - Lbs.	9,236,761	11,257,582	9,747,129	12,723,068	8,337,285
Manufactured:					
Cigars - - - - - "	600,940	557,816	600,821	633,078	759,333
Other sorts - - - - - "	249,533	273,872	253,362	235,477	239,797
	10,087,234	12,089,270	10,601,312	13,591,623	9,336,415
<b>Dyeing and Tanning Materials:</b>					
Cutch - - - - - Cwt.	183,729	122,082	97,187	61,669	127,815
Indigo - - - - - "	187,337	169,523	133,849	135,187	111,420
Myrabolams - - - - - "	1,000,026	899,372	726,060	905,916	1,018,285
Safflower - - - - - "	1,904	2,487	2,125	2,605	1,993
Turmeric - - - - - "	140,758	40,733	28,067	48,226	48,000
Other sorts - - - - - "	27,335	19,683	18,673	21,924	37,868
	1,541,089	1,253,880	1,005,961	1,175,527	1,345,381
<b>V.—OILS:</b>					
Animal - - - - - Gals.	10,597	1,638	191	202	735
Essential - - - - - "	24,674	13,778	17,314	21,000	17,146
Mineral - - - - - "	315,118	191,424	15,563	722,686	1,302,227
Paraffin wax - - - - - Cwt.	34,715	41,332	29,670	34,990	50,393
<b>Vegetable, not Essential:</b>					
Dregs of Jinjili Oil - - - - - "	51,136	59,506	242,000	202,811	201,950
Castor - - - - - Gals.	2,016,461	1,997,475	1,953,509	2,140,902	1,527,820
Cocoanut - - - - - "	2,205,727	1,137,538	1,046,235	1,532,477	2,245,502
Earthnut - - - - - "	27,846	44,393	30,479	27,859	53,261
Linseed - - - - - "	110,625	157,060	177,383	120,915	248,479
Mustard or Rape - - - - - "	170,545	161,307	194,199	285,521	259,661
Til or Jinjili - - - - - "	223,719	160,444	123,084	276,408	226,186
Other sorts - - - - - "	69,578	44,695	12,378	24,704	18,761
	4,826,501	3,702,912	3,539,267	4,408,786	4,579,670
<b>Total Quantity of Oils - - - - - { Gals.</b>					
<b>&amp; Cwt.</b>					
Total Quantity of Oils - - - - -	5,176,890	3,909,752	3,572,335	5,152,674	5,899,778
	85,851	100,838	271,670	237,801	252,343
<b>VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES:</b>					
Bristles and fibre for brushes and brooms - Cwt.	14,523	25,392	41,065	59,661	54,388
Canes and Rattans - - - - - "	2,075	2,002	1,662	2,057	1,833
Caoutchouc - - - - - "	7,154	6,213	5,563	6,240	8,169
Coal and Coke - - - - - Tons	80,923	136,719	212,855	327,104	304,586
Coir - - - - - Cwt.	43,289	39,200	60,994	53,006	70,016
Cotton - - - - - "	5,248,428	5,216,023	3,722,526	5,411,012	4,373,470
Feathers - - - - - Lbs.	393,723	224,241	231,514	161,425	138,451



## No. 8—continued.

VALUE of EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURE from  
British India—continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>III.—METALS AND MANUFACTURES OF—continued.</b>					
<b>Metals—continued.</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£.</i>
Lead - - - - -	12,460	33,710	20,510	28,860	2,519
Manganese ore - - - - -	182,060	378,640	630,030	503,320	50,803
Tin (mainly block) - - - - -	13,750	81,450	43,780	43,930	4,624
Unenumerated - - - - -	33,310	30,330	9,680	15,010	649
Total Metals - - - - -	999,720	1,189,030	1,205,950	1,108,960	124,606
Hardware and Cutlery (including plated ware) - - - - -	190,690	229,190	180,710	157,390	11,162
Machinery and Millwork - - - - -	1,270	10,270	1,190	8,820	248
Railway Plant, and Rolling Stock - - - - -	32,630	47,930	45,610	88,320	6,762
Total Value of Metals and Manufactures of - - - - -	1,224,310	1,476,420	1,433,460	1,363,490	142,778
<b>IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS:</b>					
<b>Chemicals:—</b>					
Borax - - - - -	120,140	94,490	65,090	96,430	6,304
Saltpetre - - - - -	5,359,460	5,721,640	3,987,450	3,493,440	256,196
Other sorts - - - - -	86,300	91,000	69,720	130,460	5,762
	5,565,900	5,907,130	4,122,260	3,720,330	268,262
<b>Drugs, Medicines, and Narcotics:</b>					
Cinchona Bark - - - - -	232,940	75,270	789,230	348,190	54,951
Galangal - - - - -	5,970	4,430	9,980	10,810	817
Other sorts - - - - -	1,148,470	948,890	758,940	1,030,590	83,657
	1,387,180	1,028,590	1,558,150	1,389,590	139,455
Opium - - - - -	84,593,360	80,229,230	60,975,630	71,260,090	5,469,143
<b>Tobacco:</b>					
Unmanufactured - - - - -	1,163,960	1,138,200	906,810	1,384,240	57,951
Manufactured:					
Cigars - - - - -	627,010	637,810	675,270	738,530	61,142
Other sorts - - - - -	33,790	37,320	35,420	32,840	2,100
	1,824,760	1,813,330	1,617,500	2,155,610	121,193
<b>Dyeing and Tanning Materials:</b>					
Cutch - - - - -	3,796,110	2,399,530	1,874,820	1,282,700	164,695
Indigo - - - - -	53,545,110	43,707,570	30,574,020	29,704,780	1,795,907
Myrobolams - - - - -	4,045,600	3,614,310	2,589,490	3,204,730	235,447
Safflower - - - - -	33,170	56,310	40,780	33,200	2,305
Turneric - - - - -	786,760	252,250	249,970	502,520	38,547
Other sorts - - - - -	65,190	66,960	65,400	85,720	7,287
	62,271,940	50,096,930	35,394,480	34,813,640	2,243,288
Total Value of Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials - - - - -	155,643,140	139,075,210	103,668,020	113,339,260	8,241,341
<b>V.—OILS:</b>					
Animal - - - - -	4,090	1,690	170	180	45
Essential - - - - -	529,350	232,600	344,250	499,090	27,415
Mineral - - - - -	155,270	112,900	11,440	363,840	43,738
Paraffin wax - - - - -	601,620	764,750	591,510	730,880	70,506
<b>Vegetable, not Essential:</b>					
Drugs of Jinjili Oil - - - - -	179,340	179,520	748,950	718,820	45,541
Castor - - - - -	2,015,470	2,330,790	2,582,540	2,741,940	127,163
Cocoanut - - - - -	2,932,210	1,530,290	1,362,510	1,921,660	185,311
Earthnut - - - - -	38,400	69,040	44,670	39,660	4,759
Linseed - - - - -	242,050	292,480	311,180	166,480	28,011
Mustard or Rape - - - - -	232,080	230,560	295,590	399,560	23,531
Til or Jinjili - - - - -	323,580	250,290	199,650	382,790	21,115
Other sorts - - - - -	133,610	92,980	24,290	43,970	1,961
	6,096,740	4,975,950	5,569,380	6,414,880	437,395
Total Value of Oils - - - - -	7,387,070	6,087,890	6,516,750	8,008,870	579,099
<b>VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES:</b>					
Bristles and fibre for brushes and brooms - - - - -	802,630	937,340	1,044,350	1,070,300	76,667
Canes and Rattans - - - - -	19,790	20,420	30,560	27,150	1,448
Caoutchouc - - - - -	991,360	898,490	844,780	1,223,620	105,382
Coal and Coke - - - - -	865,800	1,411,240	2,141,360	3,353,030	218,674
Coir - - - - -	322,820	282,210	421,560	393,980	37,708
Cotton - - - - -	140,991,930	129,700,890	88,713,130	111,895,390	6,616,710
Feathers - - - - -	555,180	370,990	240,670	197,770	12,481

## No. 7—continued.

QUANTITY OF EXPORTS OF PRINCIPAL ARTICLES OF INDIAN PRODUCE AND MANUFACTURE from  
British India—continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—continued.</b>					
Fodder, bran, and cattle food, including hay and straw :					
Oilcake - - - - - Cwt.	557,734	603,067	414,507	456,876	604,822
Rice-bran - - - - - Tons	92,017	102,416	118,491	111,516	136,006
Other sorts - - - - - Cwt.	175,005	154,096	108,916	192,284	135,198
Gums and Resins - - - - - "	34,303	60,312	47,139	43,907	51,404
Hemp - - - - - "	209,129	205,017	206,617	246,861	277,548
Hides and Skins :					
Hides - - - - - { No. 8,244,530 7,427,943 10,072,470 8,864,329 13,474,323					
- - - - - { Cwt. 649,835 591,813 806,348 695,958 1,188,765					
Skins - - - - - { No. 8,173,037 6,310,988 9,842,409 10,667,448 16,838,540					
- - - - - { = Cwt. 96,410 62,825 102,343 116,490 222,628					
Horns - - - - - Cwt.	67,732	59,804	66,405	69,521	84,763
Ivory - - - - - Lbs.	4,668	8,501	4,122	3,323	8,005
Jade-stone - - - - - Cwt.	4,249	4,319	3,861	4,484	2,815
Jewellery, &c.					
Precious Stones and Pearls, unset - - -	—	—	—	—	—
Jute - - - - - Cwt.	12,266,781	11,464,356	15,023,325	9,864,545	9,725,245
Lac, stick and seed - - - - - "	1,146	2,705	2,341	4,033	2,988
Manures :					
Animal Bones - - - - - Tons	77,004	74,116	71,796	74,027	108,868
Other sorts (except oilcake) - - - - - "	2,398	2,177	868	944	1,059
Mica (commercially called Talc) - - - Cwt.	10,231	12,826	11,608	10,947	22,599
Natural History Specimens - - - - -	—	—	—	—	—
Rags and other materials for making paper Cwt.	22,589	15,348	23,046	20,886	17,492
Seeds :					
Essential :					
Ajama - - - - - Cwt.	11,241	10,627	7,330	11,622	3,447
Aniseed - - - - - "	1,027	1,051	1,206	1,018	2,323
Coriander - - - - - "	49,776	44,889	54,083	56,858	52,827
Cummin - - - - - "	14,898	12,010	15,876	14,426	12,476
Fennel - - - - - "	6,320	3,086	5,012	4,830	3,355
Fenugreek - - - - - "	2,022	2,308	1,442	2,191	403
Other sorts - - - - - "	1,488	1,215	16,056	79,816	69,789
Castor - - - - - "	1,048,304	998,119	1,059,159	1,210,138	883,362
Cotton - - - - - "	46,362	22,276	28,367	37,115	43,485
Earthnuts - - - - - "	1,118,279	486,285	44,739	87,761	155,919
Linseed - - - - - "	5,628,574	5,350,170	4,683,394	8,826,833	7,293,094
Mowra or Mowra - - - - - "	144,389	44,121	255,146	139,389	367,092
Mustard - - - - - "	109,962	61,133	23,890	59,564	41,761
Poppy - - - - - "	738,150	864,748	777,647	871,031	948,887
Rape - - - - - "	2,249,797	1,889,007	3,559,870	4,788,774	3,408,982
Tea-seed - - - - - "	3,238	4,212	5,371	1,200	1,659
Til or Jinjili - - - - - "	2,461,445	1,586,526	2,011,036	3,070,214	2,469,815
Other sorts - - - - - "	36,571	15,947	9,426	17,129	16,263
	13,671,843	11,397,730	12,553,080	19,279,909	15,774,939
Silk :					
Raw - - - - - Lbs.	707,683	595,433	622,587	512,830	724,356
Chasam (waste) - - - - - "	1,072,452	898,713	1,037,701	1,046,541	1,215,362
Cocoons - - - - - "	12,294	643	1,742	4,780	0
Stone and Marble - - - - - Cwt.	6,217	9,824	19,596	13,543	21,440
Tallow - - - - - "	4,854	5,269	6,554	5,386	6,599
Wax (excluding candles) - - - - - "	5,882	3,142	3,537	4,846	5,787
Wood :					
Teak - - - - - Cubic Tons	63,516	64,221	81,866	77,376	77,822
Other Timber - - - - - "	1,785	1,622	2,007	2,270	3,798
Ornamental :					
Sandal - - - - - "	—	—	—	—	—
Ebony and other sorts - - - - - "	—	—	—	—	—
Wool - - - - - Lbs.	31,041,778	28,432,762	30,893,195	27,977,905	31,935,412
All other Articles - - - - - "	—	—	—	—	—
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED :</b>					
Yarns and Textile Fabrics :					
Cotton :					
Twist and Yarn - - - - - Lbs.	184,362,076	195,995,635	199,945,745	219,624,083	240,693,027
Piece goods :					
Grey (unbleached) - - - - - Yards	75,263,964	59,627,753	45,243,293	43,433,428	46,708,884
White (bleached) - - - - - "	146,346	224,979	276,497	474,232	281,612
Coloured, printed, or dyed - - - - - "	17,252,017	14,724,612	16,731,925	16,711,044	22,565,266
Canvas - - - - - "	14,196	50,759	3,046	3,429	1,122
Hosiery, pure and mixed - - - - - "	—	—	—	—	—
Handkerchiefs and Shawls in the piece No.	1,464,214	2,058,431	1,760,112	1,653,867	1,275,384
Thread, sewing - - - - - Lbs.	71,366	66,713	89,348	95,999	113,104
Other sorts - - - - - "	3,145,355	1,461,446	2,939,790	3,603,432	3,509,760

## No. 8—continued.

VALUE of EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURE from  
British India—continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—continued.</b>					
Fodder, bran, and cattle food, including hay and straw :	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£</i>
Oilcake . . . . .	1,750,550	1,917,670	1,383,730	1,530,560	138,731
Rice-bran . . . . .	2,089,260	2,555,510	2,684,900	2,441,660	216,162
Other sorts . . . . .	555,190	476,040	416,560	517,480	26,113
Gums and Resins . . . . .	800,500	1,416,300	918,930	759,320	59,639
Hemp . . . . .	2,401,830	2,311,180	1,933,140	2,181,200	168,830
Hides and Skins :					
Hides . . . . .	26,103,440	25,410,440	33,749,320	29,484,750	3,283,308
Skins . . . . .	10,179,490	6,935,320	11,193,650	12,066,090	1,308,925
Horns . . . . .	2,093,670	1,673,240	1,557,820	1,571,060	121,392
Ivory . . . . .	30,700	51,540	25,670	18,720	3,089
Jade-stone . . . . .	546,150	615,120	600,100	624,300	56,957
Jewellery, &c. :					
Precious stones and Pearls, unset . . . . .	149,150	138,680	123,630	116,050	8,199
Wute . . . . .	99,928,610	105,505,770	101,299,920	69,412,450	5,381,098
Lac, stick and seed . . . . .	73,950	166,170	102,560	149,020	7,896
Manures :					
Animal Bones . . . . .	4,484,510	4,113,030	3,911,250	4,035,630	404,689
Other sorts (except oilcake) . . . . .	119,530	119,040	41,250	48,390	3,892
Mica (commercially called Talc) . . . . .	1,072,210	1,153,360	1,068,570	808,350	73,372
Natural History Specimens . . . . .	403,400	341,300	329,010	284,680	19,548
Rags and other materials for making paper . . . . .	67,440	33,890	61,200	52,700	3,148
Seeds :					
Essential :					
Ajama . . . . .	62,600	52,300	40,400	59,320	1,314
Aniseed . . . . .	12,940	10,950	13,730	10,130	1,491
Coriander . . . . .	217,710	240,530	414,560	471,010	23,155
Cumin . . . . .	281,360	220,770	280,640	245,130	15,970
Fennel . . . . .	62,620	27,980	42,500	40,700	1,952
Fenugreek . . . . .	12,660	14,080	9,940	11,010	165
Other sorts . . . . .	9,060	9,190	64,400	348,590	21,132
Castor . . . . .	5,197,960	6,428,970	7,595,910	7,321,800	348,422
Cotton . . . . .	98,700	60,090	76,310	87,090	6,478
Earthnuts . . . . .	7,492,950	3,243,400	286,480	555,930	66,535
Linseed . . . . .	41,309,960	35,554,570	28,695,520	51,324,830	3,002,145
Mowra or Mowra . . . . .	682,110	213,720	957,970	514,900	100,889
Mustard . . . . .	715,560	368,820	180,420	532,300	27,198
Poppy . . . . .	6,437,900	6,805,960	5,537,180	5,609,230	407,646
Rape . . . . .	14,009,290	12,947,910	24,721,750	28,157,920	1,346,903
Tea-seed . . . . .	360,060	529,930	879,730	208,030	14,613
Til or Jinjili . . . . .	20,011,550	13,282,960	16,025,730	22,863,020	1,339,972
Other sorts . . . . .	199,330	104,670	67,830	110,910	7,039
	97,174,320	80,116,900	85,941,000	118,471,940	6,733,019
Silk :					
Raw . . . . .	5,500,550	4,490,750	4,518,200	3,906,820	410,107
Chasam (waste) . . . . .	909,500	625,150	627,200	670,970	55,633
Cocoons . . . . .	11,640	710	3,100	2,240	0
Stone and Marble . . . . .	42,220	56,290	64,040	56,860	6,573
Tallow . . . . .	88,010	95,570	114,490	90,630	6,899
Wax (excluding candles) . . . . .	564,720	276,190	280,810	389,380	30,945
Wood :					
Teak . . . . .	6,709,740	6,864,830	9,546,520	9,548,030	607,885
Other Timber . . . . .	83,550	104,890	133,890	151,050	20,882
Ornamental :					
Sandal . . . . .	914,060	581,010	576,430	594,980	64,298
Ebony and other sorts . . . . .	23,710	10,870	10,500	24,710	2,319
Wool . . . . .	13,551,080	12,414,970	13,565,370	12,534,830	904,250
All other Articles . . . . .	799,080	757,420	795,640	743,890	60,186
Total Value of Raw Materials and Unmanufactured Articles	423,681,270	394,950,630	371,014,810	391,439,990	27,257,054
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED :</b>					
Yarns and Textile Fabrics :					
Cotton :					
Twist and Yarn . . . . .	67,308,360	71,731,080	69,668,320	66,030,810	4,601,452
Piece goods :					
Grey (unbleached) . . . . .	9,595,380	7,392,570	5,420,800	5,161,750	382,135
White (bleached) . . . . .	53,670	58,030	100,230	206,970	11,232
Coloured, printed, or dyed . . . . .	5,340,580	4,587,840	5,127,870	5,215,120	447,796
Canvas . . . . .	5,470	4,870	1,010	1,460	36
Handkerchiefs and Shawls in the piece . . . . .	623,750	815,860	706,690	683,500	33,662
Hosiery, pure and mixed . . . . .	70,750	67,690	36,740	46,700	4,015
Thread, sewing . . . . .	53,410	45,550	68,110	82,380	6,119
Other sorts . . . . .	394,490	261,250	383,610	455,940	29,636
	16,137,500	13,233,660	11,845,060	11,853,810	914,631

## No. 7—continued.

QUANTITY OF EXPORTS OF PRINCIPAL ARTICLES OF INDIAN PRODUCE AND MANUFACTURE from  
British India—continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—continued.					
Yarns and Textile Fabrics—continued.					
Flax - - - - - { Lbs.	6,613	26,062	10,845	9,321	33,413
Yards	0	407	0	0	17,350
Hemp (excluding cordage) - - -	—	—	—	—	—
Jute :					
Twist and Yarn - - - - - Lbs.	5,369,378	3,798,440	4,052,630	2,266,761	570,170
Gunny Bags - - - - - No.	168,247,453	165,945,531	197,619,914	180,896,140	168,323,849
Gunny Cloth - - - - - Yards	114,180,788	169,410,010	242,951,051	280,382,410	307,021,259
Rope and Twine - - - - - Cwt.	20,489	18,894	28,913	24,575	21,877
Other sorts - - - - -	—	—	—	—	—
Silk :					
Piece goods - - - - - Yards	1,528,225	1,427,611	1,180,833	1,261,300	1,217,332
Goods of silk, mixed with other materials - - - - -	341,147	221,262	161,058	95,202	221,333
Thread for sewing, &c. - - - Lbs.	3,205	14	3,005	275	2,351
Wool :					
Carpets and Rugs - - - - - Lbs.	1,267,756	1,433,057	1,729,596	1,481,779	1,691,577
Piece goods - - - - - Yards	58,482	13,643	6,529	32,744	6,713
Shawls - - - - - No.	4,539	3,563	6,936	8,248	9,393
Other sorts - - - - - Lbs.	75,194	46,217	72,014	66,571	43,889
Apparel (excluding hosiery) - - -	—	—	—	—	—
Books and Printed Matter (including maps and charts) - - - Cwt.	5,368	4,407	3,587	3,580	5,832
Cabinet-ware and Furniture - - -	—	—	—	—	—
Coir, manufactures of (excluding rope) - - - Cwt.	328,220	253,681	277,194	314,878	358,038
Cordage and rope of vegetable fibre (excluding jute) - - - - - "	34,102	40,929	37,504	37,966	51,210
Earthenware and Porcelain - - - - -	—	—	—	—	—
Glass and glassware - - - - -	—	—	—	—	—
Hides and Skins :					
Hides, dressed or tanned - - - { No.	2,263,778	2,077,011	2,484,929	1,883,039	2,196,003
= Cwt.	152,651	139,360	172,242	118,061	141,207
Skins, dressed or tanned - - - { No.	23,648,086	21,864,100	21,117,879	19,660,423	20,524,482
= Cwt.	215,070	202,366	193,953	179,386	181,988
Jewellery, &c. :					
Jewellery - - - - -	—	—	—	—	—
Plate - - - - -	—	—	—	—	—
Lac :					
Button - - - - - Cwt.	38,972	28,021	27,038	31,602	40,320
Shell, &c. - - - - - "	162,699	175,736	189,424	146,481	195,242
" - - - - -	201,671	203,757	216,462	178,083	235,562
Leather :					
Unwrought - - - - - Cwt.	345	1,427	5,975	2,064	546
Manufactures of :					
Saddlery and Harness - - - - -	—	—	—	—	—
Other sorts - - - - -	—	—	—	—	—
Mats and Matting - - - - - Sq. Yds.	207,934	162,861	215,685	186,697	468,080
Perfumery :					
Musk - - - - - Oz.	584	399	1,151	848	611
Other sorts - - - - -	—	—	—	—	—
Soap - - - - - Cwt.	9,957	8,259	9,400	5,317	6,420
Toys and Requisites for Games - - -	—	—	—	—	—
Wood - - - - -	—	—	—	—	—
Articles (not specified) exported by Post - - -	—	—	—	—	—
All other Articles - - - - -	—	—	—	—	—

## No. 8—continued.

VALUE OF EXPORTS OF PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURE from  
British India—continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—continued.					
Yarns and Textile Fabrics—continued.	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£</i>
Flax - - - - -	4,210	13,270	12,460	7,920	2,867
Hemp (excluding cordage) - - - - -	0	20	200	5,600	56
Jute :					
Twist and Yarn - - - - -	678,000	463,990	473,740	218,460	3,613
Gunny Bags - - - - -	35,430,110	35,187,800	37,165,460	33,916,360	2,345,919
Gunny Cloth - - - - -	11,167,670	16,303,570	21,416,050	23,559,960	1,806,967
Rope and Twine - - - - -	194,020	180,790	244,820	281,430	19,323
Other sorts - - - - -	4,640	3,150	8,490	7,390	411
	47,474,440	52,139,300	59,308,660	57,765,140	4,172,620
Silk :					
Piece goods - - - - -	1,477,870	1,358,220	1,088,620	1,165,890	75,952
Goods of silk mixed with other materials - - - - -	330,810	240,110	154,740	113,460	9,769
Thread for sewing, &c. - - - - -	25,310	80	17,050	2,540	214
	1,833,990	1,598,410	1,260,410	1,281,890	85,935
Wool :					
Carpets and Rugs - - - - -	1,541,530	1,823,920	2,037,040	2,023,470	158,219
Piece goods - - - - -	36,190	10,790	7,640	21,990	528
Shawls - - - - -	189,900	154,760	159,180	208,030	8,041
Other sorts - - - - -	61,230	30,850	35,130	39,370	2,048
	1,828,850	2,020,320	2,238,990	2,292,860	168,836
Total Yarns and Textile Fabrics - - - - -	134,587,350	140,736,060	144,334,000	139,456,560	9,950,010
Apparel (excluding hosiery) - - - - -	2,082,830	1,907,900	1,641,350	1,519,280	106,480
Books and Printed Matter (including maps and charts) - - - - -	408,860	374,820	355,250	277,800	28,684
Cabinet-ware and Furniture - - - - -	480,940	438,840	359,300	386,620	24,532
Coir, manufactures of (excluding rope) - - - - -	3,131,260	2,409,320	2,734,200	2,984,550	221,540
Cordage and Rope of vegetable fibre (excluding jute) - - - - -	434,440	530,600	505,900	467,180	41,490
Earthenware and Porcelain - - - - -	51,370	45,730	41,630	35,210	2,640
Glass and glassware - - - - -	59,990	51,590	46,870	50,970	4,236
Hides and Skins :					
Hides, dressed or tanned - - - - -	8,763,270	7,984,100	9,866,990	6,732,640	569,181
Skins, dressed or tanned - - - - -	31,348,580	29,683,840	28,365,380	26,208,710	1,813,837
	40,111,850	37,667,940	38,232,370	32,941,350	2,383,018
Jewellery, &c. :					
Jewellery - - - - -	253,930	241,420	243,760	406,550	12,934
Plate - - - - -	145,110	101,190	114,360	210,150	11,309
	399,040	342,610	358,120	616,700	24,243
Lac :					
Button - - - - -	3,629,890	1,895,910	1,315,230	1,552,740	132,163
Shell, &c. - - - - -	14,632,170	11,936,540	9,291,410	7,012,180	617,714
	18,262,060	13,832,450	10,606,640	8,564,920	749,977
Leather :					
Unwrought - - - - -	34,540	126,440	414,160	157,510	3,152
Manufactures of : -					
Saddlery and Harness - - - - -	31,360	29,720	30,000	26,550	6,540
Other sorts - - - - -	51,310	40,220	35,480	30,780	3,746
	120,540	196,380	479,640	214,840	13,438
Mats and Matting - - - - -	31,360	28,860	66,830	34,060	3,170
Perfumery :					
Musk - - - - -	27,380	19,250	46,000	17,490	794
Other sorts - - - - -	114,330	82,800	110,050	96,600	7,208
Soap - - - - -	74,770	64,260	66,020	38,360	2,695
Toys and Requisites for Games - - - - -	254,880	197,230	132,410	170,050	15,692
Wood - - - - -	287,910	425,250	523,270	538,290	29,232
Articles (not specified) exported by Post - - - - -	1,714,650	1,848,740	1,711,830	2,066,690	167,662
All other Articles - - - - -	775,490	856,720	777,510	906,570	73,131
Total Value of Articles Manufactured and partly Manufactured - - - - -	203,411,300	202,048,330	203,129,190	191,984,090	13,849,822
GRAND TOTAL - - - - -	1,095,456,240	998,806,600	937,861,010	1,093,502,770	70,455,798

## QUANTITY OF EXPORTS OF PRINCIPAL ARTICLES OF FOREIGN MERCHANDISE from British India.

ARTICLES.		1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>I.—ANIMALS, LIVING :</b>						
Horses - - - - -	No.	224	279	166	108	74
Other sorts - - - - -	"	2	8	2	4	10
Total Number of Animals, Living - - -	"	226	287	168	112	84
<b>II.—ARTICLES OF FOOD AND DRINK :</b>						
Coffee - - - - -	Cwt.	7,533	5,189	8,100	11,500	7,253
Fruits and Vegetables - - - - -	"	—	—	—	—	—
Grain and Pulse :						
Rice not in the husk - - - - -	Cwt.	10,182	6,940	87,891	4,600	7,045
Other sorts - - - - -	"	1,899	7,031	7,019	3,170	1,798
	"	12,081	13,971	94,910	7,770	8,843
Liquors :						
Ale, Beer, Porter, Cider, &c. - - -	Gals.	4,906	1,565	6,900	4,642	7,304
Spirits and Liqueurs :						
Brandy - - - - -	"	2,689	1,025	4,411	1,447	2,110
Whisky - - - - -	"	982	1,526	1,420	2,256	3,683
Other sorts - - - - -	"	1,855	453	1,791	827	809
	"	5,526	3,004	7,622	4,530	6,602
Wines :						
Champagne - - - - -	"	232	301	691	594	139
Claret - - - - -	"	1,102	411	252	441	258
Port - - - - -	"	495	166	275	344	437
Sherry - - - - -	"	352	179	262	53	246
Other sorts - - - - -	"	602	456	358	790	800
	"	2,783	1,513	1,838	2,222	1,880
Total Liquors - - - - -	"	13,215	6,082	16,360	11,394	15,786
Provisions :						
Fishmaws and Sharkfins - - - - -	Lbs.	1,017,010	901,918	1,042,558	1,051,186	788,665
Fish, dry, salted - - - - -	"	40,432	74,256	43,092	25,476	68,852
" " unsalted - - - - -	"	163,267	259,328	19,800	86,268	42,676
Fruits and Vegetables—dried, salted, or preserved - - - - -	Cwt.	62,610	34,175	41,375	42,034	62,206
Ghi - - - - -	Lbs.	18,284	14,315	2,352	23,072	92,653
Other sorts - - - - -	Cwt.	3,694	2,661	2,560	3,062	3,663
	"	2,509,369	1,089,314	838,943	803,757	1,334,528
Spices :						
Betelnuts - - - - -	Lbs.	29,932	16,436	5,152	19,145	30,660
Cardamoms - - - - -	"	1,058	1,825	4,251	7,618	5,136
Cloves - - - - -	"	2,286,120	918,702	518,137	658,560	1,252,943
Nutmegs - - - - -	"	59,782	26,843	45,291	35,361	24,878
Pepper - - - - -	"	80,263	81,181	50,761	840	4,084
Other sorts - - - - -	"	52,214	44,327	215,351	82,433	16,827
	"	2,509,369	1,089,314	838,943	803,757	1,334,528
Sugar :						
Refined or crystallised, including sugar-candy and confectionery - - -	Cwt.	176,830	188,308	103,445	167,644	100,194
Tea - - - - -	Lbs.	4,369,878	4,573,733	2,669,765	2,334,978	1,348,693
Other articles - - - - -	"	—	—	—	—	—
<b>III.—METALS AND MANUFACTURES OF :</b>						
Metals :						
Brass, Wrought - - - - -	Cwt.	410	367	463	279	1,681
Copper :						
Unwrought - - - - -	"	701	2,256	0	6,373	1,664
Wrought :						
Mixed or Yellow Metal, for sheathing - - - - -	"	1,393	697	1,125	882	525
Sheets and other manufactures - - -	"	10,003	7,232	6,731	5,028	3,909
	"	12,109	10,211	7,856	12,283	5,998
Iron :						
Old, for re-manufacture - - - - -	"	175,819	258,627	205,525	135,853	417,658
Wrought :						
Anchors, Cables, and Kentledge - -	"	678	752	648	449	262
Angle, Bolt, and Rod - - - - -	"	5,370	2,251	4,073	4,291	1,849
Bar - - - - -	"	34,424	20,544	24,196	16,970	16,029
Hoop - - - - -	"	238	501	739	1,358	651
Nails, Screws, Rivets, and Washers -	"	6,301	4,315	4,335	3,276	2,842
Pipes and Tubes - - - - -	"	1,314	1,748	580	726	685
Sheets and Plates - - - - -	"	17,318	7,058	6,504	8,953	5,794
Wire - - - - -	"	680	1,235	506	864	473
Other manufactures of wrought or cast iron, or of iron mixed with steel -	"	996	410	932	757	1,391
	"	243,138	297,531	248,038	173,497	447,634

## VALUE OF EXPORTS OF PRINCIPAL ARTICLES OF FOREIGN MERCHANDISE from British India.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>I.—ANIMALS, LIVING :</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£</i>
Horses - - - - -	89,770	124,730	60,600	108,300	5,387
Other sorts - - - - -	30	710	200	360	36
Total Value of Animals, Living - - -	89,800	125,440	60,800	108,660	5,423
<b>II.—ARTICLES OF FOOD AND DRINK :</b>					
Coffee - - - - -	466,940	340,810	414,410	356,930	14,089
Fruits and Vegetables - - - - -	15,610	270	250	6,680	92
Grain and Pulse:					
Rice not in the husk - - - - -	57,200	40,860	546,180	25,090	2,709
Other sorts - - - - -	6,730	30,700	30,550	11,840	519
	63,930	71,560	576,730	36,930	3,228
Liquors :					
Ale, Beer, Porter, Cider, &c. - - - -	7,560	2,870	11,480	6,000	1,043
Spirits and Liqueurs :					
Brandy - - - - -	17,280	8,520	20,310	11,470	950
Whisky - - - - -	8,700	13,180	12,250	17,810	1,603
Other sorts - - - - -	11,690	3,230	7,230	3,170	385
	37,670	24,930	48,790	32,490	2,938
Wines :					
Champagne - - - - -	6,180	7,990	17,670	24,750	281
Claret - - - - -	7,420	3,600	1,980	3,080	91
Port - - - - -	5,880	2,640	3,360	3,950	392
Sherry - - - - -	4,160	1,940	2,060	480	219
Other sorts - - - - -	4,700	4,640	3,520	7,980	422
	28,340	20,810	28,540	40,240	1,405
Total Liquors - - - - -	73,570	48,610	88,810	78,730	5,386
Provisions :					
Fishmaws and Sharkfins - - - - -	523,780	468,910	608,750	698,850	35,807
Fish, dry, salted - - - - -	2,910	3,620	3,200	3,000	278
"    unsalted - - - - -	10,840	18,280	2,680	7,310	335
Fruits and Vegetables—dried, salted, or preserved - - - - -	596,260	355,950	422,720	427,250	41,781
Ghi - - - - -	6,880	5,620	840	11,240	2,492
Other sorts - - - - -	113,480	95,530	87,950	82,670	7,619
	1,254,150	947,910	1,126,140	1,230,320	88,312
Spices :					
Betelnuts - - - - -	4,280	1,450	440	1,580	217
Cardamoms - - - - -	1,240	2,890	8,590	13,700	680
Cloves - - - - -	404,120	147,380	83,980	162,210	18,568
Nutmegs - - - - -	48,760	18,310	29,320	15,850	890
Pepper - - - - -	12,570	13,490	9,380	240	67
Other sorts - - - - -	18,100	10,080	30,240	13,840	665
	489,070	193,600	161,950	207,420	21,087
Sugar :					
Refined or crystallised, including sugar-candy and confectionery - - - - -	2,165,720	2,278,880	1,189,390	1,948,200	76,309
Tea - - - - -	3,610,850	3,712,330	2,154,940	1,463,110	56,578
Other articles - - - - -	1,060	4,590	1,950	190	19
Total Value of Articles of Food and Drink - - -	8,140,900	7,598,560	5,714,570	5,228,510	265,100
<b>III.—METALS AND MANUFACTURES OF :</b>					
Metals :					
Brass, Wrought - - - - -	27,800	22,500	26,090	16,450	4,605
Copper :					
Unwrought - - - - -	26,630	90,260	0	255,660	4,406
Wrought :					
Mixed or Yellow Metal, for sheathing - - -	57,940	29,160	46,790	36,130	1,819
Sheets and other manufactures - - - - -	492,480	348,040	315,510	276,550	15,675
	577,050	467,460	362,300	568,340	21,900
Iron :					
Old, for re-manufacture - - - - -	352,520	524,830	415,380	241,770	49,151
Wrought :					
Anchors, Cables, and Kentledge - - -	7,580	10,290	8,280	4,410	175
Angle, Bolt, and Rod - - - - -	33,620	14,770	26,900	26,000	824
Bar - - - - -	216,880	131,080	153,550	104,710	7,161
Hoop - - - - -	1,400	3,940	4,690	6,090	269
Nails, Screws, Rivets, and Washers - -	60,790	42,560	43,110	32,280	1,950
Pipes and Tubes - - - - -	13,310	10,610	6,230	10,080	556
Sheets and Plates - - - - -	178,850	71,250	61,240	87,250	4,080
Wire - - - - -	8,060	14,960	5,830	8,820	365
Other manufactures of wrought or cast iron, or of iron mixed with steel - - -	8,610	3,760	9,690	8,970	592
	881,620	828,050	734,900	530,380	65,123

## No. 9—continued.

QUANTITY OF EXPORTS OF PRINCIPAL ARTICLES OF FOREIGN MERCHANDISE from British India—  
continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>III.—METALS AND MANUFACTURES OF—continued.</b>					
Metals—continued.					
Lead:					
Ore - - - - - Cwt.	261	140	144	327	319
Pig - - - - - "	2,846	17,458	7,313	5,847	879
Wrought, &c. - - - - - "	405	84	53	894	3,293
"	3,512	17,682	7,510	7,068	4,491
Quicksilver - - - - - Lbs.	4,160	6,306	3,166	2,411	7,470
Steel - - - - - Cwt.	4,805	1,761	2,662	2,726	4,738
Tin, Unwrought (block) - - - - - "	3,252	2,044	1,609	1,396	2,473
Zinc or Spelter, Wrought & Unwrought - - - - - "	750	607	374	247	894
Unenumerated - - - - - "	28	1,069	97	93	662
Total Metals - - - - -	268,050	331,328	268,637	197,610	468,638
Hardware and Cutlery (including plated ware)	—	—	—	—	—
Machinery and Millwork:					
Steam-engines and parts - - - - -	—	—	—	—	—
Other sorts - - - - -	—	—	—	—	—
Railway Plant and Rolling Stock - - - - -	—	—	—	—	—
<b>IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS:</b>					
Chemicals:					
Alum - - - - - Cwt.	4,306	3,234	3,050	3,320	4,037
Arsenic - - - - - "	257	131	212	157	61
Copperas - - - - - "	3,412	3,664	2,908	1,359	2,622
Sal Ammoniac - - - - - "	987	1,052	1,040	648	784
Sulphuric Acid - - - - - "	418	165	358	163	233
Other sorts - - - - -	—	—	—	—	—
Drugs, Medicines, and Narcotics:					
Aloes - - - - - Cwt.	253	240	827	288	555
Asafoetida - - - - - "	2,550	2,013	2,772	3,980	2,650
Camphor - - - - - Lbs.	23,753	59,433	55,857	56,003	38,517
Cassia lignea - - - - - Cwt.	3,643	3,295	4,552	4,694	4,738
Galangal - - - - - "	468	81	360	164	274
Quinine - - - - - Lbs.	1,443	732	269	895	526
Other sorts - - - - -	—	—	—	—	—
Tobacco:					
Unmanufactured - - - - - Lbs.	1,766	332	12,594	3,218	1,343
Manufactured - - - - - "	21,095	12,363	12,383	8,296	11,560
	22,861	12,695	24,977	11,514	12,903
Dyeing and Tanning Materials:					
Aniline and Alizarine Dyes - - - - - Lbs.	95,453	205,391	117,855	82,413	69,958
Cochineal - - - - - Cwt.	77	45	30	88	35
Gambier - - - - - "	195	244	382	207	174
Madder or Manjit - - - - - "	501	513	373	486	256
Saffron - - - - - "	23	18	22	26	34
Other sorts - - - - - "	1,144	1,207	947	1,523	1,046
<b>V.—OILS:</b>					
Oils:					
Essential - - - - - Gals.	348	283	342	64	220
Mineral:					
Kerosene - - - - - "	508,183	721,848	621,270	305,489	325,922
Other sorts - - - - - "	47,027	48,757	54,689	35,922	60,981
Other sorts - - - - - "	3,772	4,293	9,281	2,061	3,882
Total Quantity of Oils - - - - -	559,330	775,181	685,582	343,536	391,005



## No. 10—continued.

VALUE of EXPORTS of PRINCIPAL ARTICLES of FOREIGN MERCHANDISE from British India—  
continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>III.—METALS AND MANUFACTURES OF—continued.</b>					
<b>METALS—continued.</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£</i>
Lead :					
Ore . . . . .	3,140	1,790	1,650	4,090	286
Pig . . . . .	30,070	128,140	58,660	34,200	647
Wrought, &c. . . . .	9,400	1,110	940	5,510	1,179
	42,610	131,040	61,250	43,800	2,112
Quicksilver . . . . .	6,670	10,470	4,990	4,020	933
Steel . . . . .	41,190	17,120	23,160	24,240	2,568
Tin, Unwrought (block) . . . . .	211,740	128,000	97,650	79,190	15,563
Zinc or Spelter, Wrought and Unwrought . . . . .	11,850	10,210	7,670	4,420	909
Unenumerated . . . . .	3,000	12,820	17,320	11,240	1,165
Total Metals . . . . .	1,803,530	1,627,670	1,335,330	1,282,080	114,878
Hardware and Cutlery (including plated ware) . . . . .	819,210	812,700	774,230	712,390	50,253
Machinery and Millwork :					
Steam-engines and parts . . . . .	72,210	86,830	76,080	81,710	6,301
Other sorts . . . . .	107,420	86,160	183,090	117,290	5,474
	179,630	172,990	259,170	199,000	11,775
Railway Plant and Rolling Stock . . . . .	850	42,850	36,673	20,980	70
Total Value of Metals and Manufactures of . . . . .	2,803,220	2,656,210	2,735,460	2,214,450	176,976
<b>IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS :</b>					
Chemicals :					
Alum . . . . .	21,870	16,480	15,280	15,950	1,272
Arsenic . . . . .	6,070	3,090	5,390	3,700	106
Copperas . . . . .	14,080	13,910	12,290	7,290	700
Sulphuric Acid . . . . .	34,790	40,080	38,580	18,580	1,479
Other sorts . . . . .	6,020	2,280	5,010	2,070	249
	29,300	26,110	25,490	22,220	1,331
	112,130	101,950	102,040	69,810	5,137
Drugs, Medicines, and Narcotics :					
Aloes . . . . .	10,930	7,530	34,650	12,320	1,645
Asafoetida . . . . .	82,130	70,690	96,710	99,240	4,876
Camphor . . . . .	29,810	60,460	51,500	51,050	2,558
Cassia lignea . . . . .	87,250	78,760	124,400	131,460	9,012
Galangal . . . . .	4,020	740	3,370	1,300	179
Quinine . . . . .	26,630	14,670	5,210	12,590	346
Other sorts . . . . .	184,890	106,740	100,910	123,880	7,194
	425,660	339,590	416,750	431,830	25,810
Tobacco :					
Unmanufactured . . . . .	2,780	1,330	15,030	7,050	337
Manufactured . . . . .	35,870	27,200	28,080	22,820	1,447
	38,650	28,530	43,110	29,870	1,784
Dyeing and Tanning Materials :					
Aniline and Alizarine Dyes . . . . .	128,340	203,820	182,620	85,870	5,749
Cochineal . . . . .	10,730	6,480	3,870	11,400	264
Gambier . . . . .	4,130	5,270	7,490	3,480	201
Madder or Manjit . . . . .	6,150	5,630	4,260	5,810	216
Saffron . . . . .	37,840	32,080	49,700	35,210	4,342
Other sorts . . . . .	36,730	41,480	32,370	49,900	1,851
	223,920	294,760	280,310	191,670	12,923
Total Value of Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials . . . . .	800,360	764,830	842,210	723,180	45,654
<b>V.—OILS :</b>					
Oils :					
Essential . . . . .	9,190	5,790	10,270	1,760	300
Mineral :					
Kerosene . . . . .	257,260	366,070	281,300	121,620	10,686
Other sorts . . . . .	45,710	46,500	53,650	34,080	4,156
Other sorts . . . . .	7,050	7,450	20,880	3,900	533
Total Value of Oils . . . . .	319,210	425,810	346,100	161,360	15,675

QUANTITY OF EXPORTS OF PRINCIPAL ARTICLES OF FOREIGN MERCHANDISE from British India  
—continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES :</b>					
Canes and Rattans - - - - Cwt.	1,009	1,851	432	474	94
Caoutchouc - - - - - "	92	0	69	104	84
Coal, Coke, and Patent Fuel - - - Tons	203	790	6	143	152
Cotton - - - - - Cwt.	291	728	473	614	4
Gums and Resins :					
Arabic - - - - - Cwt.	11,400	7,391	5,951	7,297	16,781
Benjamin - - - - - "	1,268	741	543	790	1,439
Olibanum or Frankincense - - - "	25,205	19,062	20,218	17,080	19,739
Rosin - - - - - "	1,026	917	1,540	1,677	1,681
Other sorts - - - - - "	6,822	5,770	7,235	3,109	3,556
"	45,721	33,881	35,487	29,953	43,106
Hides and Skins - - - - { No.	4,520	3,606	4,056	6,560	6,101
" =Cwt.	304	85	214	124	125
Horns - - - - - Cwt.	363	326	363	224	265
Ivory - - - - - Lbs.	173,499	159,615	131,467	127,907	89,724
Jewellery, &c. :					
Precious Stones and Pearls, unset					
Pitch, Tar, and Dammer - - - Cwt.	1,964	1,549	1,459	1,476	1,880
Seeds :					
Rape - - - - - Cwt.	1,573	2,004	8,511	2,402	10,562
Other sorts - - - - - "	1,465	1,011	829	1,728	1,278
"	3,038	3,015	9,340	4,130	11,840
Shells and Cowries - - - - -					
Silk - - - - - Lbs.	60,680	68,650	66,654	72,832	90,795
Stone and Marble - - - - - Cwt.	432	170	32	218	403
Wax (excluding candles) - - - - "	151	6	154	54	15
Wood :					
Teak - - - - - Cubic Tons	255	194	69	78	21
Other Timber - - - - - "	645	358	121	291	218
Wool - - - - - Lbs.	16,000,896	13,011,377	14,069,037	10,635,241	9,768,414
All other Articles - - - - -					
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED :</b>					
Yarns and Textile Fabrics :					
Cotton :					
Twist and Yarn - - - - Lbs.	1,131,072	1,395,662	1,779,893	1,540,298	1,908,728
Piece goods :					
Grey (unbleached) - - - Yards	18,285,088	14,891,312	12,678,638	12,621,720	10,494,857
White (bleached) - - - "	14,195,372	11,163,728	9,854,783	10,325,338	10,108,102
Coloured, printed, or dyed - - - "	60,209,454	44,257,498	46,412,429	46,799,328	46,898,763
Canvas - - - - - "	4,490	2,172	3,661	3,227	352
Lace and Patent Net - - - - "	10,487	6,838	5,883	29,882	45,837
Handkerchiefs and Shawls in the piece - - - - No.	1,544,336	1,164,566	998,166	860,123	942,231
Hosiery, pure and mixed - - - -					
Thread, sewing - - - - Lbs.	88,761	109,752	87,803	75,920	66,342
Other Sorts - - - - - "	16,123	16,305	45,445	35,183	70,081
Flax :					
Piece goods and Canvas - - - Yards	17,661	14,890	4,034	11,435	9,751
Other sorts - - - - - Lbs.	7,716	4,444	3,050	2,338	8,106
Hemp (excluding cordage) - - - -					
Jute - - - - -					
Silk :					
Piece goods - - - - - Yards	1,208,817	1,067,520	700,146	550,968	480,690
Goods of silk mixed with other materials - - - - - "	50,828	104,865	46,413	37,792	70,114
Other sorts - - - - - Lbs.	254	276	1,270	1,113	724
Wool :					
Piece goods - - - - - Yards	489,332	377,551	216,796	199,757	338,335
Shawls - - - - - No.	12,554	4,353	7,672	2,834	2,928
Other sorts - - - - - Lbs.	76,228	47,089	30,747	28,355	56,204

## No. 10—continued.

VALUE of EXPORTS of PRINCIPAL ARTICLES of FOREIGN MERCHANDISE from British India—  
continued.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES:</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£.</i>
Canes and Rattans - - - - -	17,290	34,470	10,310	6,210	148
Caoutchouc - - - - -	4,790	0	3,000	5,720	265
Coal, Coke, and Patent Fuel - - - - -	3,420	20,480	140	3,360	203
Cotton - - - - -	6,730	18,170	11,440	15,890	7
Gums and Resins:					
Arabic - - - - -	172,990	115,750	85,490	105,800	17,856
Benjamin - - - - -	42,860	28,830	18,580	22,890	2,676
Olibanum or Frankincense - - - - -	443,940	322,310	363,170	291,730	22,745
Rosin - - - - -	5,260	4,890	7,950	8,250	555
Other sorts - - - - -	90,820	77,290	114,030	54,380	4,400
	755,870	549,070	589,220	483,050	48,232
Hides and Skins - - - - -	12,050	3,200	5,960	5,280	319
Horns - - - - -	79,880	76,450	31,730	41,880	2,663
Ivory - - - - -	963,450	942,610	667,470	616,700	28,024
Jewellery, &c.:					
Precious Stones and Pearls, unset - - - - -	144,360	143,970	128,050	267,320	15,694
Pitch, Tar, and Dammer - - - - -	8,330	6,590	6,350	6,360	509
Seeds:					
Rape - - - - -	9,440	12,040	54,080	16,900	5,107
Other sorts - - - - -	32,850	19,910	13,080	31,280	1,667
	42,290	31,950	67,160	48,180	6,774
Shells and Cowries - - - - -	305,640	195,870	201,360	196,220	16,114
Silk - - - - -	195,690	250,690	187,000	188,040	11,461
Stone and Marble - - - - -	4,570	5,390	670	1,610	222
Wax (excluding candles) - - - - -	9,430	190	4,860	3,960	34
Wood:					
Teak - - - - -	18,200	15,180	6,450	5,930	183
Other Timber - - - - -	32,130	17,960	8,140	29,400	1,757
Wool - - - - -	7,608,190	6,080,040	6,440,850	4,713,600	297,054
All other Articles - - - - -	7,460	12,410	9,020	9,770	425
Total Value of Raw Materials and Unmanufactured Articles	10,219,770	8,404,690	8,429,180	6,648,480	430,088
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED:</b>					
Yarns and Textile Fabrics:					
Cotton:					
Twist and Yarn - - - - -	707,170	891,470	1,033,470	823,080	70,443
Piece goods:					
Grey (unbleached) - - - - -	2,377,260	1,910,060	1,577,490	1,417,770	80,243
White (bleached) - - - - -	2,214,310	1,717,930	1,425,640	1,407,500	91,522
Coloured, printed, or dyed - - - - -	12,879,400	9,600,780	9,693,940	9,587,040	625,951
Canvas - - - - -	4,070	500	1,510	830	8
Lace and Patent Net - - - - -	2,240	2,100	1,140	4,430	494
Handkerchiefs and Shawls in the piece - - - - -	276,490	228,340	170,940	155,560	11,091
Hosiery, pure and mixed - - - - -	184,830	177,590	143,760	107,230	9,147
Thread, sewing - - - - -	105,370	125,830	93,260	81,660	4,993
Other sorts - - - - -	5,410	12,450	21,450	12,860	2,452
	18,049,380	13,775,580	13,129,130	12,774,880	825,901
Flax:					
Piece goods and canvas - - - - -	8,200	9,080	2,320	5,260	246
Other sorts - - - - -	8,350	4,850	3,070	2,360	215
	16,550	13,930	5,390	7,620	461
Hemp (excluding cordage) - - - - -	0	360	910	320	12
Jute - - - - -	3,530	5,790	1,080	1,620	298
Silk:					
Piece goods - - - - -	842,550	728,980	559,010	436,220	27,091
Goods of silk mixed with other materials - - - - -	43,610	61,420	21,200	29,610	3,789
Other sorts - - - - -	1,540	2,020	2,940	1,300	106
	887,700	792,420	583,150	467,130	30,986
Wool:					
Piece goods - - - - -	450,500	363,840	238,720	209,480	23,078
Shawls - - - - -	36,790	18,560	13,720	9,060	340
Other sorts - - - - -	90,580	86,370	41,630	33,550	3,584
	577,870	488,770	294,070	252,090	27,002
Total Yarns and Textile Fabrics	20,242,200	15,968,320	15,047,200	14,326,740	955,103

## No. 9—concluded.

QUANTITY of EXPORTS of PRINCIPAL ARTICLES of FOREIGN MERCHANDISE from British India—  
concluded.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—continued.</b>					
Apparel (including haberdashery, millinery, boots and shoes, &c., but excluding hosiery) -	—	—	—	—	—
Arms, Ammunition, &c. (excluding military accoutrements):					
Fire-arms and parts thereof -	—	—	—	—	—
Other sorts -	—	—	—	—	—
Art, works of -	—	—	—	—	—
Books and Printed Matter (including maps and charts) - Cwt.	994	1,191	1,307	1,481	1,805
Building and Engineering Materials -	—	—	—	—	—
Cabinet-ware and Furniture - Lbs.	161,359	67,181	47,871	51,493	133,340
Candles -	—	—	—	—	—
Caoutchouc, manufactures of -	—	—	—	—	—
Carriages, Carts, &c. (excluding railway carriages), and parts thereof -	—	—	—	—	—
Chinese and Japanese-ware (including lacquered-ware, but not earthenware and porcelain) -	—	—	—	—	—
Clocks and Watches - No.	4,577	2,857	1,872	4,842	4,918
Corals, Real - Lbs.	22,634	35,030	40,124	43,471	42,824
Cordage and Rope of vegetable fibre (excluding jute) - Cwt.	103	169	304	430	141
Earthenware and Porcelain -	—	—	—	—	—
Fireworks -	—	—	—	—	—
Glass:					
Sheet and Plate - Supl. Feet	188,604	115,506	119,457	119,629	201,611
Beads and False Pearls - Cwt.	776	911	743	490	570
Bottles, common - { =Gross	490	878	408	636	705
Other ware -	355	570	283	449	422
Hides and Skins, dressed and tanned { Cwt. =No.	6 712	3 12	3 198	94 5,045	4 150
Instruments and Apparatus:					
Musical -	—	—	—	—	—
Photographic -	—	—	—	—	—
Scientific, Philosophical, &c. -	—	—	—	—	—
Jewellery, &c.:					
Jewellery -	—	—	—	—	—
Plate -	—	—	—	—	—
Leather:					
Unwrought - Cwt.	2	21	21	48	4
Manufactures (excluding boots and shoes) -	—	—	—	—	—
Matches -	—	—	—	—	—
Mats and Matting - Sq. Yds.	31,585	24,756	37,648	34,312	48,462
Paints and Colours - Cwt.	2,640	2,432	2,732	1,811	2,555
Paper and Pasteboard:					
Printing Paper - Cwt.	219	335	152	613	563
Writing Paper and Envelopes -	—	—	—	—	—
Other sorts - Cwt.	580	409	255	445	383
Perfumery -	—	—	—	—	—
Printing and Lithographing materials (other than paper) -	—	—	—	—	—
Soap - Cwt.	1,320	1,708	622	1,268	1,569
Stationery (excluding paper) -	—	—	—	—	—
Toys and Requisites for Games -	—	—	—	—	—
Umbrellas -	85,521	51,056	78,891	62,268	55,081
Wood, manufactures of -	—	—	—	—	—
Articles (not specified) exported by Post -	—	—	—	—	—
All other Articles -	—	—	—	—	—

## No. 10—concluded.

VALUE OF EXPORTS OF PRINCIPAL ARTICLES OF FOREIGN MERCHANDISE from British India—  
concluded.

ARTICLES.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—continued.</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£.</i>
Apparel (including haberdashery, millinery, boots and shoes, &c., but excluding hosiery)	1,541,110	1,706,800	1,440,930	1,390,940	89,542
Arms, Ammunition, &c. (excluding military accoutrements):					
Fire-arms and parts thereof	1,317,000	120,900	107,660	92,260	7,076
Other sorts	33,360	17,040	7,650	18,740	576
	165,060	147,940	115,310	111,000	7,652
Art, works of	85,320	67,430	73,770	74,280	5,896
Books and Printed Matter (including maps and charts)	162,580	195,430	198,980	225,640	16,666
Building and Engineering Materials	10,320	6,620	10,710	14,610	571
Cabinet-ware and Furniture	150,660	119,460	205,900	109,860	8,443
Candles	60,690	22,580	15,070	14,440	2,750
Caoutchouc, manufactures of	5,350	12,700	2,000	7,830	1,018
Carriages, Carts, &c. (excluding railway carriages), and parts thereof	38,250	65,310	61,310	91,080	7,271
Chinese and Japanese-ware (including lacquered-ware, but not earthenware and porcelain)	64,580	37,560	39,900	28,840	2,374
Clocks and Watches	59,420	37,240	31,680	45,810	3,210
Corals, Real	128,620	209,600	264,440	355,320	17,842
Cordage and Rope of vegetable fibre (excluding jute)	3,690	6,810	8,640	10,670	378
Earthenware and Porcelain	330,050	262,960	255,120	183,540	13,502
Fireworks	7,000	5,960	4,840	6,900	620
Glass:					
Sheet and Plate	20,700	11,320	12,760	12,780	1,216
Beads and False Pearls	59,120	54,630	43,310	41,500	2,363
Bottles, common	10,730	12,350	7,570	12,450	696
Other ware	291,030	287,580	277,470	226,790	20,790
	381,580	365,880	341,110	293,520	25,065
Hides and Skins, dressed and tanned	1,800	400	500	8,860	21
Instruments and Apparatus:					
Musical	77,770	72,870	66,490	66,100	5,290
Photographic	14,620	17,570	22,680	25,620	2,257
Scientific, Philosophical, &c.	44,790	51,160	110,090	66,400	5,719
	137,180	141,600	199,260	158,120	13,266
Jewellery, &c.:					
Jewellery	177,410	166,890	227,910	234,420	19,288
Plate	63,850	44,940	82,670	87,770	6,016
	241,260	211,830	310,580	322,190	25,304
Leather:					
Unwrought	670	4,150	5,500	7,560	73
Manufactures (excluding boots and shoes)	43,540	47,180	40,960	59,650	2,935
	44,210	51,330	46,460	67,210	3,008
Matches	148,490	76,350	88,920	69,450	4,897
Mats and Matting	11,480	8,540	16,350	12,980	1,234
Paints and Colours	60,740	56,470	46,920	34,110	2,866
Paper and Pasteboard:					
Printing Paper	4,600	5,360	2,450	9,240	598
Writing Paper and Envelopes	48,900	31,500	32,880	32,160	1,875
Other sorts	14,380	8,480	5,330	10,970	610
	67,880	45,340	40,660	52,370	3,083
Perfumery	66,930	48,520	35,330	39,010	2,970
Printing and Lithographing materials (other than Paper)	15,770	2,820	3,750	3,030	512
Soap	25,050	32,370	20,020	23,370	1,850
Stationery (excluding Paper)	153,660	122,480	149,650	136,040	8,992
Toys and Requisites for Games	53,870	66,980	42,430	60,060	3,859
Umbrellas	103,780	62,590	92,050	59,390	4,012
Wood, manufactures of	15,060	18,300	19,350	8,090	4,218
Articles (not specified) exported by Post	77,99	28,540	60,570	204,120	11,344
All other Articles	140,270	147,770	93,690	77,900	6,730
Total Value of Articles Manufactured and partly Manufactured	24,802,750	20,403,680	19,750,130	18,648,300	1,256,078
<b>GRAND TOTAL</b>	<b>47,175,100</b>	<b>40,336,370</b>	<b>37,511,720</b>	<b>33,711,960</b>	<b>2,194,994</b>

## No. 11.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES.

N.B.—Imports from, or Exports to, any country are not shown separately unless the value exceeds 10%.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>I.—ANIMALS, LIVING :</b>				
<b>HORSES :</b>				
		£		£
United Kingdom - - - - No.	31	2,007	4	907
Aden - - - - - "	2	53	2	60
Ceylon - - - - - "	31	1,619	201	2,535
China, Hong Kong - - - - "	1	33	...	...
Straits Settlements - - - - "	35	3,090	30	2,881
Cape Colony - - - - - "	...	...	3	167
Mauritius - - - - - "	...	...	2	40
Natal - - - - - "	...	...	1	33
Australia - - - - - "	4,950	149,700	19	447
Austria-Hungary - - - - - "	11	213	...	...
Arabia - - - - - "	70	1,160	...	...
Japan - - - - - "	2	134	...	...
Persia - - - - - "	1,048	20,756	...	...
Siam - - - - - "	...	...	1	10
Turkey in Asia - - - - - "	922	19,203	...	...
Zanzibar - - - - - "	...	...	5	333
"	7,103	197,968	268	7,413
<b>OTHER KINDS :</b>				
United Kingdom - - - - No.	1,115	3,610	10	397
Aden - - - - - "	...	...	17	20
Ceylon - - - - - "	228	138	246,217	78,427
China, Hong Kong - - - - "	...	...	...	...
Straits Settlements - - - - "	7,011	15	41,871	50,421
Australia - - - - - "	50	211	...	...
Austria-Hungary - - - - - "	36	70	...	...
Germany - - - - - "	11	35	2,211	2,262
Sweden - - - - - "	8	107	...	...
Persia - - - - - "	65	166	74	59
Zanzibar - - - - - "	...	...	122	228
Other Countries - - - - - "	17	9	42	6
"	8,541	4,361	290,564	131,820
<b>TOTAL ANIMALS, LIVING - No.</b>	<b>15,644</b>	<b>202,329</b>	<b>290,832</b>	<b>139,233</b>
<b>II. ARTICLES OF FOOD AND DRINK :</b>				
<b>COFFEE :</b>				
United Kingdom - - - - Cwt.	145	369	157,531	634,451
Aden - - - - - "	108	460	...	...
Ceylon - - - - - "	155	570	10,931	23,887
Straits Settlements - - - - "	6,363	12,764	9	29
Mauritius - - - - - "	43	110	1,253	2,531
Natal - - - - - "	...	...	6	11
Australia - - - - - "	...	...	2,433	6,458
Austria-Hungary - - - - - "	2,690	6,248	2,667	11,567
Belgium - - - - - "	...	...	5,043	13,868
France - - - - - "	139	298	96,853	281,459
Germany - - - - - "	38	81	2,612	10,379
Holland - - - - - "	...	...	100	747
Italy - - - - - "	48	96	201	670
Arabia - - - - - "	149	169	4,995	9,460
Japan - - - - - "	4	13	15	40
Persia - - - - - "	...	...	3,405	7,118
Turkey in Asia - - - - - "	...	...	375	898
Egypt - - - - - "	59	132	...	...
Mozambique - - - - - "	14	38	22	59
Zanzibar - - - - - "	25	66	154	264
Other Countries - - - - - "	6	13	1	2
"	9,986	21,427	288,606	1,003,898

No. 11—*continued.*

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>II.—ARTICLES OF FOOD AND DRINK—<i>continued.</i></b>				
<b>FRUITS AND VEGETABLES :</b>				
United Kingdom	—	1,340	—	3,756
Malta	—	33	—	—
Aden	—	—	—	1,004
Ceylon	—	9,878	—	39,806
China, Hong Kong	—	—	—	1,809
Straits Settlements	—	33,284	—	16,384
Mauritius	—	1,058	—	808
Natal	—	—	—	203
Australia	—	150	—	—
Austria-Hungary	—	284	—	127
Belgium	—	—	—	7,270
France	—	64	—	2,702
Germany	—	—	—	49,040
Holland	—	—	—	1,333
Italy	—	8,541	—	132
Arabia	—	3,616	—	623
Japan	—	—	—	39
Maldiv Islands	—	3,590	—	—
Mekran and Sonmiani	—	—	—	225
Persia	—	13	—	973
Siam	—	46	—	—
Turkey in Asia	—	—	—	671
Egypt	—	—	—	32
Mozambique	—	—	—	145
Zanzibar	—	288	—	2,290
Other Countries	—	159	—	110
	—	62,304	—	129,480
<b>GRAIN AND PULSE :</b>				
<b>JAWAR AND BAJRA :</b>				
United Kingdom	—	—	19,194	3,499
Aden	769	270	247,896	57,032
Ceylon	—	—	192	44
Mauritius	—	—	43	11
France	—	—	2,000	355
Arabia	450	150	115,400	28,290
Mekran and Sonmiani	—	—	8,246	1,872
Persia	—	—	2,411	484
Turkey in Asia	171,377	47,540	1,053	381
Abyssinia	—	—	46,238	10,063
Egypt	325	93	85,126	19,648
Mozambique	39,488	11,500	1,756	482
Zanzibar	16,224	4,472	21,792	5,103
United States	—	—	100	27
Other Countries	35	9	3,240	656
	228,668	64,034	554,687	127,947
<b>PULSE :</b>				
United Kingdom	257	145	824,549	141,058
Aden	2,541	1,022	6,288	2,479
Ceylon	2,610	861	96,187	27,458
China, Hong Kong	85,447	32,118	692	284
Straits Settlements	5,749	2,062	68,172	19,935
Cape Colony	—	—	726	264
Mauritius	—	—	77,357	23,181
Natal	116	47	23,875	8,401
Canada	—	—	44	18
West Indies	—	—	9,095	2,602
British Guiana	—	—	4,183	1,240
Australia	—	—	5,858	1,635
France	—	—	2,500	708
Germany	—	—	500	68
Italy	19	15	—	—
Abyssinia	—	—	271	90
Egypt	—	—	320	124
Madagascar	—	—	108	36
Mozambique	377	117	720	323
Réunion	—	—	1,894	429
Zanzibar	2,268	645	17,596	6,338
Arabia	—	—	1,737	611
Mekran and Sonmiani	2,760	1,181	277	96
Persia	623	236	1,168	409
Siam	—	—	173	59
Turkey in Asia	59,784	19,004	535	169
Other Countries	50	29	17,345	7,664
	162,601	57,482	1,162,170	245,678

## No. 11—continued.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—continued.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>II.—ARTICLES OF FOOD AND DRINK—continued.</b>				
<b>GRAIN AND PULSE—continued.</b>				
<b>RICE IN THE HUSK :</b>				
United Kingdom - - - - Cwt.	...	...	157	24
Ceylon - - - - "	113	26	406,177	59,740
Straits Settlements - - - - "	743	146	460	58
Turkey in Asia - - - - "	6,361	1,730	...	...
Mozambique - - - - "	60	19	...	...
United States - - - - "	...	...	1,975	360
Other Countries - - - - "	13	3	78	17
	7,290	1,924	408,847	60,199
<b>RICE NOT IN THE HUSK :</b>				
United Kingdom - - - - Cwt.	2,029	909	3,909,923	1,118,067
Aden - - - - "	2,792	1,077	396,712	131,330
Ceylon - - - - "	477	142	5,144,612	1,721,238
China, Hong Kong - - - - "	17,061	5,878	8,070	1,865
Straits Settlements - - - - "	120,222	49,502	4,234,607	1,023,557
Cape Colony - - - - "	...	...	167,788	65,546
Mauritius - - - - "	...	...	1,120,558	365,836
Natal - - - - "	120	52	300,021	109,413
British Guiana - - - - "	...	...	132,640	40,418
Australia - - - - "	117	49	89,492	24,605
Austria-Hungary - - - - "	...	...	78,390	18,452
Belgium - - - - "	...	...	2,713	1,103
France - - - - "	...	...	6,367	1,671
Germany - - - - "	...	...	520,960	165,523
Holland - - - - "	...	...	8,092	3,678
Italy - - - - "	16	16	115	41
Russia - - - - "	...	...	55,000	12,078
Arabia - - - - "	...	...	842,279	276,332
Cochin China - - - - "	98,774	37,009	...	...
Japan - - - - "	20	12	349,842	87,859
Maldivo Islands - - - - "	...	...	20,135	5,975
Mekran and Sonmiani - - - - "	...	...	27,796	8,946
Persia - - - - "	50	26	156,486	52,315
Siam - - - - "	27,853	11,813	10,620	2,676
Turkey in Asia - - - - "	36,566	11,258	8,192	2,963
Abyssinia - - - - "	...	...	230,753	76,538
Egypt - - - - "	...	...	11,390,463	2,601,462
Madagascar - - - - "	...	...	2,539	925
Mozambique - - - - "	956	327	47,029	17,557
Réunion - - - - "	...	...	188,640	49,295
Zanzibar - - - - "	...	...	458,873	130,837
Argentine Republic - - - - "	...	...	61,599	12,852
Brazil - - - - "	...	...	1,339,437	382,346
Chile - - - - "	...	...	114,252	27,703
Peru - - - - "	...	...	17,098	4,626
Uruguay - - - - "	...	...	19,998	4,805
West Indies - - - - "	...	...	151,642	45,324
Other Countries - - - - "	589	202	255,858	77,534
	307,642	118,272	31,869,591	8,673,291
<b>WHEAT :</b>				
United Kingdom - - - - Cwt.	...	...	5,297,767	1,409,074
Aden - - - - "	...	...	16,193	6,440
Ceylon - - - - "	...	...	603	227
China, Hong Kong - - - - "	...	...	4,595	1,814
Straits Settlements - - - - "	...	...	2,325	708
Mauritius - - - - "	...	...	6,079	1,782
Cape Colony - - - - "	...	...	62	14
Natal - - - - "	...	...	77	20
Australia - - - - "	273,195	91,991	...	...
Belgium - - - - "	...	...	2,122,710	561,578
France - - - - "	...	...	876,848	250,736
Germany - - - - "	...	...	13,101	3,763
Holland - - - - "	...	...	69,810	18,370
Italy - - - - "	...	...	248,064	72,267
Spain - - - - "	...	...	88,000	23,743
Arabia - - - - "	12,164	4,106	12,189	4,554
Mekran and Sonmiani - - - - "	...	...	1,064	337
Persia - - - - "	1,017	274	3,265	940
Siam - - - - "	...	...	33	11
Turkey in Asia - - - - "	21,049	7,745	...	...
Egypt - - - - "	...	...	933,777	246,867
Madagascar - - - - "	...	...	39	17
Mozambique - - - - "	44	15	68	33
Zanzibar - - - - "	58	18	7,215	2,954
Other Countries - - - - "	...	...	203	82
	307,527	104,149	9,704,087	2,606,331



## No. 11—continued.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—continued.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>II.—ARTICLES OF FOOD AND DRINK—continued.</b>				
<b>GRAIN AND PULSE—continued.</b>				
<b>WHEAT FLOUR:</b>				
United Kingdom - - - - Cwt.	653	544	...	...
Aden - - - - - "	246	276	139,444	65,309
Ceylon - - - - - "	52	26	82,464	37,750
China, Hong Kong - - - - "	11,827	5,761	395	172
Straits Settlements - - - - "	2,344	1,330	2,262	1,031
Mauritius - - - - - "	29	18	109,249	49,476
Natal - - - - - "	...	...	566	277
Australia - - - - - "	35	25	...	...
Austria-Hungary - - - - - "	389	329	...	...
Italy - - - - - "	1,161	883	...	...
Russia - - - - - "	31	19	76,442	34,656
Arabia - - - - - "	...	...	...	...
Japan - - - - - "	29	13	...	...
Mekran and Sonmiani - - - - "	...	...	2,318	912
Persia - - - - - "	...	...	9,711	3,749
Turkey in Asia - - - - - "	...	...	1,149	539
Abyssinia - - - - - "	...	...	3,874	1,614
Egypt - - - - - "	33	18	12,140	5,645
Madagascar - - - - - "	...	...	181	84
Mozambique - - - - - "	...	...	8,207	4,099
Zanzibar - - - - - "	...	...	54,532	25,929
Other Countries - - - - - "	39	11	54,960	25,383
	16,868	9,253	557,894	256,625
<b>OTHER SORTS - - - - - "</b>	<b>479,979</b>	<b>129,548</b>	<b>392,811</b>	<b>98,646</b>
<b>TOTAL GRAIN AND PULSE:</b>				
United Kingdom - - - - Cwt.	10,421	4,431	10,056,982	2,672,909
Aden - - - - - "	6,348	2,645	824,042	267,111
Ceylon - - - - - "	5,002	1,618	5,772,750	1,857,222
China, Hong Kong - - - - "	114,335	43,757	13,827	4,157
Straits Settlements - - - - "	129,393	53,175	4,325,444	1,050,072
Cape Colony - - - - - "	...	...	178,771	68,958
Mauritius - - - - - "	36	17	1,526,088	491,084
Natal - - - - - "	247	103	333,925	120,696
Canada - - - - - "	...	...	44	18
British Guiana - - - - - "	...	...	136,880	41,667
Australia - - - - - "	276,358	93,077	96,099	26,446
Austria-Hungary - - - - - "	604	394	78,394	18,454
Belgium - - - - - "	...	...	2,125,423	562,681
France - - - - - "	...	...	887,715	253,471
Germany - - - - - "	238	193	534,572	169,356
Holland - - - - - "	...	...	77,902	22,049
Italy - - - - - "	1,198	915	248,179	72,308
Russia - - - - - "	39	23	55,000	12,078
Turkey in Europe - - - - - "	334,052	90,646	...	...
Arabia - - - - - "	22,554	6,565	1,050,321	345,002
China, Treaty Ports - - - - "	...	...	32	11
Spain - - - - - "	...	...	88,000	23,743
Cochin-China - - - - - "	98,774	37,009	...	...
Japan - - - - - "	50	26	349,843	87,860
Maldiv Islands - - - - - "	...	...	20,156	5,983
Mekran and Sonmiani - - - - "	2,789	1,190	39,816	12,193
Persia - - - - - "	3,197	934	176,567	58,607
Philippine Islands - - - - - "	...	...	73	17
Siam - - - - - "	27,853	11,813	10,846	2,747
Turkey in Asia - - - - - "	405,794	116,160	10,952	4,062
Abyssinia - - - - - "	...	...	281,404	88,372
Egypt - - - - - "	367	121	12,421,886	2,873,761
Madagascar - - - - - "	...	...	2,914	1,077
Mozambique - - - - - "	49,251	14,073	58,901	23,078
Réunion - - - - - "	...	...	240,650	62,692
Zanzibar - - - - - "	20,091	5,576	570,866	173,913
United States - - - - - "	...	...	2,075	387
West Indies - - - - - "	...	...	160,769	47,934
Argentine Republic - - - - - "	...	...	61,599	12,852
Brazil - - - - - "	...	...	1,339,437	382,346
Chile - - - - - "	...	...	114,252	27,703
Peru - - - - - "	...	...	17,098	4,626
Uruguay - - - - - "	...	...	19,998	4,805
Other Countries - - - - - "	584	201	339,615	114,209
	1,509,575	484,662	44,650,087	12,068,717

No. 11—*continued.*QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>II.—ARTICLES OF FOOD AND DRINK—<i>continued.</i></b>				
<b>LIQUORS:</b>				
<b>ALE, BEER, PORTER, CIDER, &amp;c.:</b>				
United Kingdom - - - - - Gals.	3,013,323	268,852	2,630	464
Aden - - - - - "	4,053	267	104	21
Ceylon - - - - - "	3,434	217	...	...
China, Hong Kong - - - - - "	177	32	...	...
Straits Settlements - - - - - "	2,520	233	2,444	170
Mauritius - - - - - "	67	16	643	121
Natal - - - - - "	254	63	416	76
Austria-Hungary - - - - - "	1,538	270	...	...
Belgium - - - - - "	6,007	1,146	...	...
Denmark - - - - - "	256	44	...	...
Germany - - - - - "	179,700	32,673	...	...
Holland - - - - - "	364	63	...	...
Italy - - - - - "	23	14	...	...
Arabia - - - - - "	...	...	784	123
Mekran and Sonmiani - - - - - "	...	...	184	48
Persia - - - - - "	...	...	216	38
United States - - - - - "	92	14	...	...
Other Countries - - - - - "	176	22	43	9
	3,211,984	303,926	7,464	1,070
<b>SPIRITS AND LIQUEURS:</b>				
<b>BRANDY:</b>				
United Kingdom - - - - - Gals.	39,508	26,400	14	15
Aden - - - - - "	257	110	...	...
Ceylon - - - - - "	210	109	...	...
China, Hong Kong - - - - - "	131	93	17	11
Straits Settlements - - - - - "	92	56	...	...
Mauritius - - - - - "	13	11	26	11
Natal - - - - - "	62	72	15	18
British Guiana - - - - - "	...	...	121	93
Australia - - - - - "	50	20	50	47
Austria-Hungary - - - - - "	136	35	...	...
Belgium - - - - - "	3,993	1,545	...	...
France - - - - - "	187,819	114,717	...	...
Germany - - - - - "	37,494	6,849	...	...
Greece - - - - - "	668	292	...	...
Holland - - - - - "	10,247	1,214	...	...
Italy - - - - - "	148	84	...	...
Spain - - - - - "	32	13	...	...
Arabia - - - - - "	...	...	110	48
Mekran and Sonmiani - - - - - "	...	...	618	206
Persia - - - - - "	33	12	1,056	443
Egypt - - - - - "	1,712	705	...	...
West Indies - - - - - "	...	...	74	50
Other Countries - - - - - "	6	5	9	9
	282,611	152,342	2,110	951
<b>WHISKY:</b>				
United Kingdom - - - - - Gals.	524,352	239,220	1,483	522
Malta - - - - - "	37	20	...	...
Aden - - - - - "	49	25	50	37
Ceylon - - - - - "	519	274	159	96
China, Hong Kong - - - - - "	...	...	20	11
Straits Settlements - - - - - "	148	74	...	...
Mauritius - - - - - "	31	19	317	135
Natal - - - - - "	150	109	304	146
British Guiana - - - - - "	...	...	35	21
Australia - - - - - "	953	814	...	...
France - - - - - "	104	64	...	...
Germany - - - - - "	18,689	6,464	...	...
Arabia - - - - - "	...	...	493	231
China, Treaty Ports - - - - - "	...	...	30	17
Japan - - - - - "	...	...	23	12
Mekran and Sonmiani - - - - - "	...	...	228	104
Persia - - - - - "	...	...	315	126
Zanzibar - - - - - "	...	...	191	122
United States - - - - - "	1,149	682	...	...
Other Countries - - - - - "	19	10	35	23
	546,200	247,775	3,683	1,603
<b>OTHER SORTS - - - - - "</b>	<b>416,106</b>	<b>170,558</b>	<b>7,079</b>	<b>1,004</b>

No. 11—*continued.*

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>II.—ARTICLES OF FOOD AND DRINK—<i>continued.</i></b>				
<b>LIQUORS—<i>continued.</i></b>				
<b>SPIRITS AND LIQUEURS—<i>continued.</i></b>				
<b>TOTAL SPIRITS AND LIQUEURS :</b>				
United Kingdom - - - Gals.	675,838	360,696	7,726	1,146
Malta - - - - - "	37	20	...	...
Aden - - - - - "	351	229	204	48
Ceylon - - - - - "	70,116	12,147	171	102
China, Hong Kong - - - "	854	300	44	35
Straits Settlements - - - "	62,498	6,855	...	...
Mauritius - - - - - "	4,205	495	389	168
Natal - - - - - "	228	196	379	183
British Guiana - - - - - "	234	48	156	114
Australia - - - - - "	1,007	836	55	51
Austria-Hungary - - - - - "	11,163	3,145	...	...
Belgium - - - - - "	13,837	10,462	...	...
Denmark - - - - - "	246	184	...	...
France - - - - - "	193,131	124,516	48	89
Germany - - - - - "	165,184	30,037	...	...
Greece - - - - - "	669	294	...	...
Holland - - - - - "	35,984	7,316	...	...
Italy - - - - - "	594	531	...	...
Russia - - - - - "	46	62	...	...
Spain - - - - - "	32	13	...	...
Arabia - - - - - "	...	...	725	325
China, Treaty Ports - - - "	85	33	30	17
Japan - - - - - "	...	...	23	12
Mekran and Sonmiani - - - "	...	...	893	324
Persia - - - - - "	46	17	1,561	672
Turkey in Asia - - - - - "	76	29	8	14
Egypt - - - - - "	1,749	740	...	...
Zanzibar - - - - - "	...	...	310	179
United States - - - - - "	5,752	11,227	...	...
West Indies - - - - - "	943	234	84	56
Other Countries - - - - - "	12	13	66	23
	1,244,917	570,675	12,872	3,558
<b>WINES :</b>				
<b>CHAMPAGNE :</b>				
United Kingdom - - - Gals.	19,424	37,407	78	159
Gibraltar - - - - - "	76	170	...	...
Ceylon - - - - - "	34	84	...	...
China, Hong Kong - - - "	16	19	...	...
Mauritius - - - - - "	10	21	12	26
Natal - - - - - "	49	103	14	22
Belgium - - - - - "	4,980	10,607	...	...
France - - - - - "	5,253	9,617	18	36
Germany - - - - - "	44	39	...	...
Holland - - - - - "	285	308	...	...
Italy - - - - - "	63	113	...	...
Persia - - - - - "	...	...	11	27
Other Countries - - - - - "	8	15	6	11
	30,242	58,503	139	281
<b>CLARET :</b>				
United Kingdom - - - Gals.	17,908	7,630	136	28
Ceylon - - - - - "	573	108	...	...
China, Hong Kong - - - "	...	...	42	17
Straits Settlements - - - "	1,346	273	...	...
Mauritius - - - - - "	56	12	12	14
Natal - - - - - "	139	91	...	...
Australia - - - - - "	1,939	653	...	...
Austria-Hungary - - - - - "	410	73	...	...
France - - - - - "	38,693	11,729	...	...
Germany - - - - - "	429	196	...	...
Holland - - - - - "	198	101	...	...
Italy - - - - - "	4,100	922	...	...
Spain - - - - - "	3,178	725	...	...
Java - - - - - "	124	21	...	...
Turkey in Asia - - - - - "	103	11	...	...
Egypt - - - - - "	149	50	...	...
Other Countries - - - - - "	56	9	68	32
	69,401	22,604	258	91

## No. 11—continued.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—continued.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>II.—ARTICLES OF FOOD AND DRINK—continued.</b>				
<b>LIQUORS—continued.</b>				
<b>WINES—continued.</b>				
<b>PORT :</b>				
United Kingdom - - - Gals.	61,749	38,455	268	243
Gibraltar - - - "	2,835	1,878	...	...
Ceylon - - - "	27	17	26	36
China, Hong Kong - - - "	485	18	...	...
Straits Settlements - - - "	151	94	...	...
Mauritius - - - "	25	17	...	...
Natal - - - "	13	13	...	...
Australia - - - "	395	204	...	...
France - - - "	1,577	548	...	...
Germany - - - "	2,252	374	...	...
Italy - - - "	220	21	...	...
Portugal - - - "	5,229	3,222	...	...
Spain - - - "	5,023	1,765	...	...
Arabia - - - "	...	...	49	37
Java - - - "	61	30	...	...
Persia - - - "	...	...	66	49
Turkey in Asia - - - "	...	...	14	15
Egypt - - - "	127	90	...	...
Other Countries - - - "	33	8	14	12
	80,202	46,772	437	392
<b>OTHER SORTS - - - "</b>	<b>139,004</b>	<b>62,505</b>	<b>1,046</b>	<b>641</b>
<b>TOTAL WINES :</b>				
United Kingdom - - - Gals.	156,482	115,033	789	671
Gibraltar - - - "	4,716	2,935	...	...
Malta - - - "	1,325	619	...	...
Aden - - - "	2,667	474	28	16
Ceylon - - - "	1,805	548	32	39
China, Hong Kong - - - "	599	65	82	48
Straits Settlements - - - "	2,138	573	...	...
Cape Colony - - - "	28	12	...	...
Mauritius - - - "	131	84	239	150
Natal - - - "	313	284	43	42
Australia - - - "	6,503	2,254	...	...
Austria-Hungary - - - "	1,232	441	...	...
Belgium - - - "	7,199	11,839	...	...
France - - - "	85,125	37,958	20	38
Germany - - - "	6,376	2,345	231	133
Greece - - - "	486	112	...	...
Holland - - - "	1,844	1,334	...	...
Italy - - - "	16,659	4,645	...	...
Portugal - - - "	9,697	4,099	...	...
Russia - - - "	32	12	...	...
Spain - - - "	11,815	4,186	...	...
Sweden - - - "	60	18	...	...
Arabia - - - "	...	...	93	63
Japan - - - "	115	26	...	...
Java - - - "	246	63	...	...
Mekran and Sonmiani - - - "	...	...	22	13
Persia - - - "	...	...	175	126
Turkey in Asia - - - "	544	123	63	56
Egypt - - - "	674	290	...	...
Other Countries - - - "	38	12	13	10
	318,849	190,384	1,890	1,405
<b>TOTAL LIQUORS :</b>				
United Kingdom - - - Gals.	3,845,643	744,580	11,145	2,281
Gibraltar - - - "	4,716	2,935	...	...
Malta - - - "	1,362	639	...	...
Aden - - - "	7,071	970	336	84
Ceylon - - - "	75,419	12,918	203	141
China, Hong Kong - - - "	1,630	397	126	83
Straits Settlements - - - "	67,196	7,664	2,447	172
Cape Colony - - - "	28	12	...	...
Mauritius - - - "	4,403	595	1,321	439
Natal - - - "	795	543	838	301
British Guiana - - - "	234	48	156	114
Australia - - - "	7,519	3,093	55	51

No. 11—*continued.*

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
II.—ARTICLES OF FOOD AND DRINK— <i>continued.</i>				
TOTAL LIQUORS— <i>continued.</i>				
Austria-Hungary - - - - - Gals.	13,933	3,856	...	...
Belgium - - - - - "	27,043	23,448	...	...
Denmark - - - - - "	502	228	...	...
France - - - - - "	278,276	162,478	68	126
Germany - - - - - "	351,260	65,055	276	87
Greece - - - - - "	1,155	406	...	...
Holland - - - - - "	38,192	8,713	...	...
Italy - - - - - "	17,276	5,190	...	...
Portugal - - - - - "	9,697	4,099	...	...
Russia - - - - - "	78	74	...	...
Spain - - - - - "	11,847	4,199	...	...
Sweden - - - - - "	60	16	...	...
Arabia - - - - - "	...	...	1,610	512
China, Treaty Ports - - - - - "	85	33	30	17
Japan - - - - - "	123	29	23	12
Java - - - - - "	246	63	...	...
Mekran and Sonmiani - - - - - "	...	...	1,099	386
Persia - - - - - "	78	24	1,952	836
Turkey in Asia - - - - - "	620	152	83	73
Egypt - - - - - "	2,423	1,030	...	...
Zanzibar - - - - - "	...	...	339	191
United States - - - - - "	5,844	11,240	...	...
West Indies - - - - - "	947	236	84	36
Other Countries - - - - - "	49	22	25	16
..	4,775,750	1,064,985	22,216	6,033
PROVISIONS :				
United Kingdom - - - - -	—	435,322	—	75,901
Malta - - - - -	—	33	—	...
Aden - - - - -	—	6,894	—	12,636
Ceylon - - - - -	—	5,685	—	117,781
China, Heng Kong - - - - -	—	7,589	—	81,147
Straits Settlements - - - - -	—	194,568	—	74,175
Cape Colony - - - - -	—	30	—	1,109
Mauritius - - - - -	—	159	—	13,651
Natal - - - - -	—	278	—	15,329
Canada - - - - -	...	...	—	20
British Guiana - - - - -	...	...	—	471
Australia - - - - -	—	5,344	—	12,086
Austria-Hungary - - - - -	—	2,097	—	1,134
Belgium - - - - -	—	1,596	—	72
Denmark - - - - -	—	278	...	...
France - - - - -	—	20,787	—	293
Germany - - - - -	—	6,400	—	1,829
Greece - - - - -	—	320	...	...
Holland - - - - -	—	4,345	—	630
Italy - - - - -	—	15,023	—	7,722
Portugal - - - - -	...	13	...	...
Russia - - - - -	—	280	...	...
Sweden - - - - -	—	17	...	...
Turkey in Europe - - - - -	—	389	—	78
Arabia - - - - -	—	114,225	—	6,957
China, Treaty Ports - - - - -	—	91	—	1,207
Cochin China - - - - -	...	...	—	16
Japan - - - - -	—	1,621	—	407
Java - - - - -	...	...	—	43
Maldiv Islands - - - - -	—	148	—	217
Mekran and Sonmiani - - - - -	—	20,910	—	1,063
Persia - - - - -	—	128,493	—	3,678
Philippine Islands - - - - -	...	...	—	43
Siam - - - - -	—	27	—	344
Turkey in Asia - - - - -	—	148,114	—	7,224
Abyssinia - - - - -	—	...	—	214
Egypt - - - - -	—	541	—	5,024
Madagascar - - - - -	—	...	—	735
Mozambique - - - - -	—	98	—	5,209
Réunion - - - - -	—	...	—	343
Zanzibar - - - - -	—	875	—	20,183
United States - - - - -	—	2,415	—	1,768
West Indies - - - - -	—	...	—	379
Other Countries - - - - -	—	493	—	28,567
-	-	1,125,498	-	499,685

No. 11—*continued.*QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
III.—METALS, AND MANUFACTURES OF— <i>continued.</i>				
METALS— <i>continued.</i>				
COPPER :				
United Kingdom - - - Cwt.	72,644	254,602	12,341	39,778
Aden - - - - - "	51	147	140	607
Ceylon - - - - - "	4,335	14,895	465	1,829
China, Hong Kong - - - "	22	121	16	70
Straits Settlement - - - "	17	97	238	1,142
Cape Colony - - - - - "	100	239	...	...
Mauritius - - - - - "	213	477	35	158
Natal - - - - - - - "	5	12	6	25
Australia - - - - - "	...	...	2	13
Austria-Hungary - - - "	2,909	32,077	...	...
Belgium - - - - - - - "	3,949	16,512	...	...
France - - - - - - - - "	1,222	14,171	...	...
Germany - - - - - - - "	1,112	4,301	459	1,436
Italy - - - - - - - - - "	223	839	...	...
Arabia - - - - - - - - - "	301	832	219	980
China, Treaty Ports - - - "	16	151	...	...
Japan - - - - - - - - - "	2,987	10,805	...	...
Maldiv Islands - - - - - "	...	...	63	257
Persia - - - - - - - - - "	150	482	721	2,667
Turkey in Asia - - - - - "	66	214	138	565
Abyssinia - - - - - - - "	6	15	...	...
Egypt - - - - - - - - - "	26	79	8	35
Madagascar - - - - - "	11	27	...	...
Mozambique - - - - - - - "	16	47	27	107
Zanzibar - - - - - - - - "	438	1,530	820	5,121
Other Countries - - - - - "	27	86	25	105
	90,846	352,758	15,723	54,895
IRON :				
United Kingdom - - - Cwt.	2,112,648	1,237,788	71,293	7,102
Aden - - - - - - - - - "	52,063	7,648	4,774	2,590
Ceylon - - - - - - - - - "	11,382	2,201	2,712	1,441
China, Hong Kong - - - "	...	...	28,132	4,655
Straits Settlement - - - "	1,061	836	523	199
Mauritius - - - - - - - "	800	133	2,696	1,531
Natal - - - - - - - - - "	3,000	600	...	...
Australia - - - - - - - "	...	...	...	...
Austria-Hungary - - - - "	38,071	16,490	37,640	3,218
Belgium - - - - - - - - "	663,976	284,444	...	...
France - - - - - - - - - "	1,700	999	...	...
Germany - - - - - - - - - "	25,326	17,394	...	...
Holland - - - - - - - - - "	875	523	...	...
Italy - - - - - - - - - - "	19	87	257,073	31,192
Norway - - - - - - - - - "	9,982	5,963	...	...
Sweden - - - - - - - - - "	21,444	11,571	...	...
Arabia - - - - - - - - - "	218	66	4,373	2,506
China, Treaty Ports - - - "	...	...	26,810	3,986
Maldiv Islands - - - - - "	...	...	285	217
Mekran and Somniani - - - "	...	...	221	121
Persia - - - - - - - - - - "	177	29	7,911	4,314
Sumatra - - - - - - - - - "	99	51	...	...
Turkey in Asia - - - - - "	...	...	5,743	2,876
Abyssinia - - - - - - - - "	...	...	1,259	580
Madagascar - - - - - - - "	724	72	358	216
Mozambique - - - - - - - - "	...	...	2,151	1,496
Zanzibar - - - - - - - - - "	1,463	869	2,971	1,760
United States - - - - - - "	36,740	25,137	...	...
Other Countries - - - - - "	166	31	980	412
	2,981,934	1,612,932	457,910	70,412
LEAD :				
United Kingdom - - - Cwt.	85,379	88,238	7,594	3,440
Aden - - - - - - - - - "	...	...	36	29
Ceylon - - - - - - - - - "	2,404	1,819	21	18
Straits Settlements - - - "	158	140	267	162
Mauritius - - - - - - - - "	479	258	...	...
Australia - - - - - - - - - "	207	160	...	...
Austria-Hungary - - - - - "	117	98	...	...
Belgium - - - - - - - - - "	3,940	3,359	...	...
France - - - - - - - - - - "	10,271	10,043	...	...
Germany - - - - - - - - - "	137	191	...	...

## No. 11—continued.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—continued.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
III.—METALS, AND MANUFACTURES OF—continued.				
METALS—continued.				
LEAD—continued.				
Holland . . . . .	...	...	...	...
Italy . . . . .	136	162	...	...
Arabia . . . . .	...	...	554	480
Mekran and Sonmiani . . . . .	...	...	35	28
Persia . . . . .	...	...	567	406
Turkey in Asia . . . . .	...	...	46	41
Zanzibar . . . . .	...	...	19	16
Other Countries . . . . .	21	18	9	11
	103,249	104,486	9,148	4,631
MANGANESE ORE :				
United Kingdom . . . . . Cwt.	...	...	1,263,500	33,709
Belgium . . . . .	...	...	107,000	2,853
Holland . . . . .	...	...	167,000	4,453
United States . . . . .	...	...	367,000	9,788
	...	...	1,904,500	50,803
QUICKSILVER :				
United Kingdom . . . . . Lbs.	106,408	12,353	...	...
Aden . . . . .	...	...	450	52
Ceylon . . . . .	...	...	578	69
China, Hong Kong . . . . .	150	1	4,733	611
Austria-Hungary . . . . .	76,900	9,218	...	...
Italy . . . . .	9,375	1,096	...	...
Arabia . . . . .	...	...	75	9
Zanzibar . . . . .	...	...	150	15
Persia . . . . .	...	...	478	58
Turkey in Asia . . . . .	...	...	1,006	119
Other Countries . . . . .	45	7	...	...
	192,878	22,691	7,470	933
STEEL :				
United Kingdom . . . . . Cwt.	784,302	399,359	...	...
Aden . . . . .	...	...	723	459
Ceylon . . . . .	405	122	543	214
Straits Settlements . . . . .	...	...	327	123
Mauritius . . . . .	...	...	99	65
Austria-Hungary . . . . .	12,071	4,079	...	...
Belgium . . . . .	501,396	203,543	...	...
France . . . . .	114	1,627	...	...
Germany . . . . .	13,683	7,277	...	...
Sweden . . . . .	6,481	5,600	...	...
Arabia . . . . .	...	...	135	89
China, Treaty Ports . . . . .	...	...	600	320
Japan . . . . .	...	...	239	111
Mekran and Sonmiani . . . . .	...	...	18	12
Persia . . . . .	...	...	898	470
Siam . . . . .	...	...	6	25
Turkey in Asia . . . . .	...	...	805	495
Zanzibar . . . . .	...	...	265	135
United States . . . . .	134,256	45,617	...	...
Other Countries . . . . .	8	10	80	50
	1,452,716	667,234	4,738	2,568
TIN :				
United Kingdom . . . . . Cwt.	991	6,106	8	30
Aden . . . . .	...	...	18	104
Ceylon . . . . .	13	75	4	19
Straits Settlements . . . . .	16,274	85,377	812	4,841
Mauritius . . . . .	...	...	220	1,250
Austria-Hungary . . . . .	16	138	...	...
France . . . . .	4	30	...	...
Germany . . . . .	25	189	...	...
Arabia . . . . .	5	20	106	698
Mekran and Sonmiani . . . . .	...	...	3	18
Persia . . . . .	...	...	1,087	6,929
Turkey in Asia . . . . .	...	...	931	6,069
Mozambique . . . . .	...	...	11	64
Zanzibar . . . . .	59	241	30	157
Other Countries . . . . .	14	99	2	8
	17,401	92,275	3,232	20,187

## No. 11—continued.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—continued.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>III.—METALS, AND MANUFACTURES OF—continued.</b>				
<b>METALS—continued.</b>				
<b>ZINC OR SPELTER :</b>				
United Kingdom . . . . Cwt.	55,981	61,122	60	48
Aden . . . . . "	...	...	20	34
Ceylon . . . . . "	311	307	24	31
Straits Settlements . . . . . "	...	...	365	383
Mauritius . . . . . "	70	38	...	...
Austria-Hungary . . . . . "	40	51	...	...
Belgium . . . . . "	10,173	15,680	...	...
Germany . . . . . "	10,148	15,403	...	...
Holland . . . . . "	...	...	...	...
Arabia . . . . . "	18	27	...	...
Maldiv Islands . . . . . "	...	...	50	22
Persia . . . . . "	...	...	350	350
Turkey in Asia . . . . . "	...	...	...	...
Zanzibar . . . . . "	300	279	24	37
Other Countries . . . . . "	39	36	2	4
	77,080	92,943	895	909
<b>OTHER METALS . . . . . Cwt.</b>	22,893	134,028	1,265	1,814
<b>TOTAL METALS :</b>				
United Kingdom . . . . Cwt.	128,305	2,129,555	1,359,428	102,960
Aden . . . . . "	...	7,876	5,765	4,118
Ceylon . . . . . "	1,281	20,227	4,426	6,485
China, Hong Kong . . . . . "	...	216	28,203	5,442
Straits Settlements . . . . . "	17,696	87,657	3,186	8,110
Cape Colony . . . . . "	130	246	...	...
Mauritius . . . . . "	2,267	2,067	3,184	3,554
Natal . . . . . "	3,021	642	101	419
British Guiana . . . . . "	...	...	16	57
Australia . . . . . "	207	160	30	102
Austria-Hungary . . . . . "	63,481	126,030	37,740	3,882
Belgium . . . . . "	1,184,638	530,038	107,000	2,853
France . . . . . "	13,437	28,568	76	569
Germany . . . . . "	54,818	70,492	1,360	3,471
Holland . . . . . "	880	530	167,000	4,453
Italy . . . . . "	1,250	5,123	257,081	31,248
Norway . . . . . "	9,982	5,963	...	...
Russia . . . . . "	96	13	...	...
Sweden . . . . . "	27,925	17,171	...	...
Arabia . . . . . "	599	1,044	5,675	6,833
China, Treaty Ports . . . . . "	25	222	27,410	4,307
Japan . . . . . "	2,987	10,805	239	113
Maldiv Islands . . . . . "	...	...	400	503
Mekran and Sonmiani . . . . . "	...	...	286	218
Persia . . . . . "	341	623	11,648	15,853
Philippine Islands . . . . . "	...	...	2	14
Sumatra . . . . . "	99	51	...	...
Siam . . . . . "	...	...	11	50
Turkey in Asia . . . . . "	81	220	7,736	10,443
Abyssinia . . . . . "	36	43	1,266	587
Egypt . . . . . "	26	82	69	479
Madagascar . . . . . "	769	153	370	231
Mozambique . . . . . "	44	103	2,207	1,796
Zanzibar . . . . . "	2,507	3,401	4,245	7,827
United States . . . . . "	171,011	70,850	367,143	11,573
West Indies . . . . . "	...	...	81	291
Other Countries . . . . . "	121	332	1,095	643
	4,758,037	3,120,503	2,404,479	239,484
<b>HARDWARE AND CUTLERY (including plated ware):</b>				
United Kingdom . . . . . "	—	789,491	—	15,246
Malta . . . . . "	—	133	...	2,925
Aden . . . . . "	—	143	—	2,781
Ceylon . . . . . "	—	2,076	—	175
China, Hong Kong . . . . . "	—	191	—	6,277
Straits Settlements . . . . . "	—	2,020	—	...



No. 11—*continued.*

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>III.—METALS, AND MANUFACTURES OF—<i>continued.</i></b>				
<b>HARDWARE AND CUTLERY (including plated ware)—<i>continued.</i></b>				
Cape Colony - . . . . .	—	—	—	15
Mauritius - . . . . .	—	116	—	1,039
Natal - . . . . .	—	126	—	266
Australia - . . . . .	—	56	—	74
Austria-Hungary - . . . . .	—	84,080	—	117
Belgium - . . . . .	—	44,945	—	1,996
France - . . . . .	—	5,363	—	138
Germany - . . . . .	—	106,937	—	815
Holland - . . . . .	—	415	—	—
Italy - . . . . .	—	633	—	—
Russia - . . . . .	—	23	—	—
Sweden - . . . . .	—	1,296	—	—
Turkey in Europe - . . . . .	—	817	—	—
Arabia - . . . . .	—	67	—	2,490
China, Treaty Ports - . . . . .	—	209	—	280
Cochin-China - . . . . .	—	—	—	33
Japan - . . . . .	—	3,512	—	34
Maldiv Islands - . . . . .	—	—	—	35
Mekran and Sonmiani - . . . . .	—	—	—	129
Persia - . . . . .	—	143	—	8,029
Siam - . . . . .	—	22	—	635
Sumatra - . . . . .	—	—	—	13
Turkey in Asia - . . . . .	—	51	—	5,826
Abyssinia - . . . . .	—	—	—	42
Egypt - . . . . .	—	906	—	62
Madagascar - . . . . .	—	11	—	295
Mozambique - . . . . .	—	10	—	2,586
Zanzibar - . . . . .	—	43	—	7,045
United States - . . . . .	—	16,328	—	297
West Indies - . . . . .	—	—	—	16
Other Countries - . . . . .	—	32	—	1,724
—	—	1,060,195	—	61,415
<b>MACHINERY AND MILLWORK :</b>				
United Kingdom - . . . . .	—	1,646,862	—	7,712
Aden - . . . . .	—	87	—	78
Ceylon - . . . . .	—	6,560	—	1,150
Straits Settlements - . . . . .	—	54	—	896
Australia - . . . . .	—	—	—	512
Austria-Hungary - . . . . .	—	1,287	—	216
Belgium - . . . . .	—	7,947	—	—
France - . . . . .	—	511	—	—
Germany - . . . . .	—	16,484	—	42
Italy - . . . . .	—	417	—	—
Cochin-China - . . . . .	—	—	—	149
Japan - . . . . .	—	291	—	20
Siam - . . . . .	—	—	—	230
Turkey in Asia - . . . . .	—	—	—	806
Zanzibar - . . . . .	—	—	—	50
United States - . . . . .	—	14,091	—	155
Other Countries - . . . . .	—	11	—	7
—	—	1,694,602	—	12,023
<b>RAILWAY PLANT AND ROLLING STOCK (other than Government Stores) :</b>				
United Kingdom - . . . . .	—	1,801,858	—	6,765
Ceylon - . . . . .	—	600	—	—
Australia - . . . . .	—	3,358	—	—
Austria-Hungary - . . . . .	—	174	—	—
Belgium - . . . . .	—	3,173	—	—
Germany - . . . . .	—	760	—	—
Java - . . . . .	—	—	—	67
United States - . . . . .	—	41,482	—	—
—	—	1,851,385	—	6,832
<b>TOTAL METALS, AND MANUFACTURES OF . . . . .</b>	—	<b>7,726,685</b>	—	<b>319,754</b>

No. 11—*continued.*

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS :				
CHEMICALS :				
United Kingdom - - - - -	—	250,883	—	64,466
Aden - - - - -	—	813	—	1,722
Ceylon - - - - -	—	261	—	9,659
China, Hong Kong - - - - -	—	448	—	71,632
Straits Settlements - - - - -	—	553	—	10,593
Cape Colony - - - - -	—	—	—	97
Mauritius - - - - -	—	12	—	16,495
Natal - - - - -	—	—	—	11
Australia - - - - -	—	—	—	1,684
Austria-Hungary - - - - -	—	5,482	—	—
Belgium - - - - -	—	8,894	—	—
France - - - - -	—	547	—	23,463
Germany - - - - -	—	18,365	—	219
Greece - - - - -	—	147	—	—
Holland - - - - -	—	453	—	—
Italy - - - - -	—	9,923	—	—
Turkey in Europe - - - - -	—	—	—	17
Arabia - - - - -	—	570	—	928
China, Treaty Ports - - - - -	—	22	—	1,919
Japan - - - - -	—	649	—	3,445
Java - - - - -	—	—	—	11
Mekran and Sonmiani - - - - -	—	—	—	65
Persia - - - - -	—	25	—	1,707
Siam - - - - -	—	—	—	20
Turkey in Asia - - - - -	—	11	—	1,564
Abyssinia - - - - -	—	66	—	85
Egypt - - - - -	—	—	—	182
Mozambique - - - - -	—	—	—	16
Zanzibar - - - - -	—	—	—	411
United States - - - - -	—	1,745	—	62,972
Other Countries - - - - -	—	23	—	16
	—	299,692	—	273,399
DRUGS, MEDICINES, AND NARCOTICS :				
CINCHONA BARK :				
United Kingdom - - - - - Lbs.	—	—	3,290,236	54,951
" - - - - - "	—	—	3,290,236	54,951
QUININE :				
United Kingdom - - - - - Lbs.	44,298	38,482	280	53
Ceylon - - - - -	122	98	—	—
Belgium - - - - -	3,447	1,721	—	—
France - - - - -	946	1,045	—	—
Germany - - - - -	513	275	—	—
Italy - - - - -	125	133	—	—
Java - - - - -	67	81	—	—
Persia - - - - -	—	—	246	293
United States - - - - -	1,733	667	—	—
	51,251	42,502	526	346
OPIUM :				
United Kingdom - - - - - Cwt.	3	253	700	38,974
Ceylon - - - - -	—	—	248	13,710
China, Hong Kong - - - - -	—	—	45,147	2,623,872
Straits Settlements - - - - -	—	—	22,868	1,254,569
Mauritius - - - - -	—	—	44	2,227
Natal - - - - -	—	—	6	359
China, Treaty Ports - - - - -	—	—	21,991	1,405,056
Cochin-China - - - - -	—	—	1,834	99,420
Java - - - - -	—	—	520	29,730
Mozambique - - - - -	—	—	6	319
Réunion - - - - -	—	—	7	438
Zanzibar - - - - -	—	—	7	469
Other Countries - - - - -	—	3	—	—
	3	256	93,378	5,469,143

No. 11—*continued.*QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS— <i>continued.</i>				
TOBACCO:				
UNMANUFACTURED:				
United Kingdom - - - Lbs.	31,674	1,751	...	...
Aden - - - "	...	...	4,082,618	33,252
Ceylon - - - "	546,155	4,399	128,390	1,377
Straits Settlements - - - "	73,571	2,875	2,841,382	18,077
Mauritius - - - "	...	...	142,892	2,141
Belgium - - - "	6,385	1,447	58,464	536
France - - - "	5,277	75	...	...
Germany - - - "	4,221	827	16,910	135
Holland - - - "	27,673	5,257	908,750	1,429
Turkey in Europe - - - "	41,648	1,740	...	...
Java - - - "	60	11	...	...
Maldiv Islands - - - "	...	...	24,497	347
Mekran and Sonmiani - - - "	...	...	25,821	164
Persia - - - "	1,786	35	4,008	27
Sumatra - - - "	65,188	11,875	...	...
Abyssinia - - - "	...	...	15,088	123
Egypt - - - "	4,850	363	23,903	194
Réunion - - - "	...	...	2,800	65
Zanzibar - - - "	...	...	4,514	37
United States - - - "	23,569	787	...	...
Other Countries - - - "	615	7	58,591	384
"	832,672	31,450	8,338,628	58,288
MANUFACTURED:				
United Kingdom - - - Lbs.	1,360,122	99,438	301,395	32,484
Gibraltar - - - "	40	38	10,155	680
Malta - - - "	625	182	10,268	721
Aden - - - "	4,702	639	42,546	2,365
Ceylon - - - "	4,776	683	86,905	4,696
China, Hong Kong - - - "	12,709	1,985	20,739	310
Straits Settlements - - - "	259,106	7,775	351,610	14,163
Cape Colony - - - "	...	...	5,621	618
Mauritius - - - "	...	...	16,108	913
Natal - - - "	...	...	9,583	1,226
Canada - - - "	1,850	218	...	...
Australia - - - "	...	...	9,350	1,236
Austria-Hungary - - - "	1,323	293	2,846	76
Belgium - - - "	16,019	2,754	2,108	156
France - - - "	537	99	5,009	499
Germany - - - "	9,506	2,455	3,330	381
Greece - - - "	286	98	...	...
Holland - - - "	6,631	544	...	...
Italy - - - "	24,900	1,245	...	...
Arabia - - - "	...	...	10,146	274
China, Treaty Ports - - - "	17,561	1,389	2,124	230
Cochin-China - - - "	...	...	260	16
Japan - - - "	13,642	630	490	50
Maldiv Islands - - - "	1,971	12	83,453	612
Mekran and Sonmiani - - - "	...	...	1,767	67
Persia - - - "	...	...	4,402	299
Philippine Islands - - - "	7,176	1,228	...	...
Siam - - - "	...	...	3,541	252
Turkey in Asia - - - "	...	...	1,633	198
Egypt - - - "	47,106	18,729	9,716	1,154
Mozambique - - - "	3,696	53	...	...
Réunion - - - "	...	...	700	29
Zanzibar - - - "	...	...	11,655	737
United States - - - "	761,922	50,666	125	25
Other Countries - - - "	720	38	3,105	222
"	2,556,906	191,191	1,010,690	64,689
OTHER DRUGS, MEDICINES, AND } NARCOTICS - - - }	—	293,661	—	109,968
DYEING AND TANNING MATERIALS:				
ANILINE AND ALIZARINE DYES:				
United Kingdom - - - Lbs.	427,486	16,866	...	...
Aden - - - "	...	...	970	63
Ceylon - - - "	768	41	11,430	422
Straits Settlements - - - "	581	56	1,268	93
Mauritius - - - "	...	...	1,201	116
Austria-Hungary - - - "	65,594	6,187	...	...

No. 11—*continued.*QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS— <i>continued.</i>				
DYEING AND TANNING MATERIALS— <i>cont.</i>				
ANILINE AND ALIZARINE DYES— <i>cont.</i>				
Belgium - - - - - Lbs.	3,868,263	161,009	4,556	243
France - - - - - "	23,673	626	...	...
Germany - - - - - "	599,199	28,194	...	...
Holland - - - - - "	2,652,787	83,792	...	...
Italy - - - - - "	586,695	38,728	...	...
Arabia - - - - - "	...	...	3,942	399
Persia - - - - - "	711	95	33,123	3,472
Turkey in Asia - - - - - "	5,127	289	11,948	832
Egypt - - - - - "	...	...	140	14
Mozambique - - - - - "	...	...	224	15
Zanzibar - - - - - "	...	...	1,046	69
Other Countries - - - - - "	104	8	110	11
"	8,230,988	335,891	69,958	5,749
CUTCH AND GAMBIR :				
United Kingdom - - - - - Cwt.	227	212	88,890	116,321
Aden - - - - - "	...	...	27	35
Ceylon - - - - - "	...	...	1,553	2,328
Straits Settlements - - - - - "	23,935	24,355	2,712	3,656
Mauritius - - - - - "	...	...	33	142
Natal - - - - - "	...	...	84	146
British Guiana - - - - - "	...	...	6	11
France - - - - - "	...	...	3,000	3,783
Germany - - - - - "	...	...	5,250	6,897
Holland - - - - - "	...	...	4,482	6,353
Italy - - - - - "	...	...	1,400	1,100
Maldivo Islands - - - - - "	...	...	24	49
Persia - - - - - "	...	...	11	15
Turkey in Asia - - - - - "	...	...	13	14
Egypt - - - - - "	...	...	18,596	21,924
United States - - - - - "	...	...	1,776	2,024
Zanzibar - - - - - "	...	...	86	89
Other Countries - - - - - "	...	...	14	22
"	24,162	24,567	127,997	164,909
INDIGO :				
United Kingdom - - - - - Cwt.	25	265	23,825	372,746
Malta - - - - - "	...	...	28	419
Aden - - - - - "	15	170	14	124
China, Hong Kong - - - - - "	...	...	903	11,944
Straits Settlements - - - - - "	231	111	1,188	17,810
Australia - - - - - "	...	...	2	39
Austria-Hungary - - - - - "	...	...	6,983	136,388
Belgium - - - - - "	...	...	460	9,533
France - - - - - "	...	...	10,709	203,530
Germany - - - - - "	1	15	6,007	104,917
Holland - - - - - "	...	...	1,499	27,529
Italy - - - - - "	...	...	2,105	40,158
Russia - - - - - "	...	...	53	795
Spain - - - - - "	...	...	2,620	30,199
Sweden - - - - - "	...	...	81	1,830
Turkey in Europe - - - - - "	...	...	34	442
Arabia - - - - - "	...	...	249	1,948
Japan - - - - - "	...	...	23,705	351,718
Persia - - - - - "	...	...	3,466	36,408
Turkey in Asia - - - - - "	...	...	2,617	43,344
Egypt - - - - - "	...	...	12,940	193,501
Tripoli - - - - - "	...	...	22	349
Tunis - - - - - "	...	...	30	576
United States - - - - - "	...	...	11,860	208,758
Other Countries - - - - - "	1	14	—	2
"	273	575	111,420	1,795,007

## No. 11—continued.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—continued.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS—continued.</b>				
<b>DYEING AND TANNING MATERIALS—cont.</b>				
<b>MYRABOLAMS :</b>				
United Kingdom - - - Cwt.	...	...	561,572	131,158
Ceylon - - - "	1,684	294	106	28
China, Hong Kong - - - "	...	...	2,491	534
Straits Settlements - - - "	...	...	793	253
Mauritius - - - "	...	...	59	35
Natal - - - "	...	...	173	47
Australia - - - "	...	...	16,516	4,568
Austria-Hungary - - - "	...	...	66,611	17,006
Belgium - - - "	...	...	98,043	21,069
France - - - "	...	...	31,776	8,018
Germany - - - "	...	...	210,955	44,970
Italy - - - "	...	...	5,101	1,020
Russia - - - "	...	...	23,702	6,643
Japan - - - "	...	...	232	50
Persia - - - "	...	...	53	18
Other Countries - - - "	4	1	102	32
"	1,688	295	1,018,285	235,447
<b>SAFFRON :</b>				
United Kingdom - - - Lbs.	62	116	50	72
Aden - - - "	497	789	377	446
Ceylon - - - "	...	...	8	11
China, Hong Kong - - - "	...	...	810	564
Straits Settlements - - - "	...	...	13	16
France - - - "	28,965	34,878	708	1,300
Arabia - - - "	...	...	637	791
Japan - - - "	...	...	747	993
Persia - - - "	58	34	385	372
Egypt - - - "	388	379	...	...
Zanzibar - - - "	...	...	28	63
Other Countries - - - "	4	7	8	14
"	29,974	36,203	3,771	4,642
<b>TURMERIC :</b>				
United Kingdom - - - Cwt.	...	...	11,057	9,845
Aden - - - "	...	...	5,073	3,840
Ceylon - - - "	...	...	5,209	3,916
China, Hong Kong - - - "	22,895	15,351	19	19
Straits Settlements - - - "	139	46	1,785	1,384
Cape Colony - - - "	...	...	59	58
Mauritius - - - "	...	...	2,071	1,849
Natal - - - "	...	...	653	605
British Guiana - - - "	...	...	122	121
Australia - - - "	...	...	222	199
Austria-Hungary - - - "	...	...	1,775	956
Belgium - - - "	...	...	275	175
France - - - "	...	...	2,133	1,414
Germany - - - "	...	...	958	625
Turkey in Europe - - - "	...	...	21	20
Arabia - - - "	...	...	1,823	1,557
China, Treaty Ports - - - "	35	27	...	...
Mekran and Sonmiani - - - "	...	...	116	100
Persia - - - "	...	...	4,817	3,850
Turkey in Asia - - - "	...	...	4,315	3,477
Abyssinia - - - "	...	...	22	10
Egypt - - - "	...	...	1,391	1,114
Madagascar - - - "	...	...	11	12
Mozambique - - - "	...	...	157	133
Réunion - - - "	...	...	28	22
Zanzibar - - - "	...	...	1,361	1,154
United States - - - "	...	...	2,471	2,037
West Indies - - - "	...	...	20	21
Other Countries - - - "	15	12	36	34
"	23,084	15,436	48,000	38,547
<b>OTHER SORTS</b>				
"	—	15,939	—	11,910
<b>TOTAL CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS</b>				
"	—	1,287,658	—	8,286,995

## No. 11—continued.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—continued.

ARTICLES AND COUNTRIES.				IMPORTS.		EXPORTS.	
				Quantity.	Value.	Quantity.	Value.
V. OILS :							
MINERAL :							
United Kingdom -	{	Gals.	1,440,698	}	64,573	50	64,709
Malta -		Cwt.	124			46,264	
Aden -		Gals.	87,269		2,091	1,254	158
Ceylon -	{	"	1,431	}	64	76,581	4,777
		Cwt.	...			440	
Straits Settlements -	{	Gals.	197,561	}	2,815	1,304,009	43,734
		Cwt.	12			...	
Mauritius -		Gals.	...		...	26,902	1,598
Australia -		Cwt.	...		...	2,507	3,520
Austria-Hungary -	{	Gals.	67,739	}	2,590	...	1,377
		Cwt.	...			980	
Belgium -		Gals.	1,565		137	...	...
France -		"	23		16	...	...
Germany -		"	449,848		13,665	...	...
Italy -		"	9,895		412	...	...
Russia -		Gals.	57,658,254		1,564,758	...	...
Spain -		Cwts.	...		...	100	140
Arabia -		Gals.	...		...	58,702	1,836
Maldiv Islands -		"	...		...	552	21
Mekran and Sonmiani -		"	...		...	6,232	173
Persia -		"	...		...	39,034	1,199
Philippine Islands -		"	...		...	2,000	80
Siam -		"	...		...	1,600	48
Turkey in Asia -		"	...		...	31,509	929
Egypt -	{	Cwt.	...	}	36	102	144
		Gals.	1,300			28,117	
Madagascar -		"	...		...	51,452	1,772
Mozambique -		"	...		...	6,400	213
Réunion -		"	...		...	17,151	540
Zanzibar -		"	...		...	...	...
United States -		"	15,043,622		469,190	...	...
Other Countries -	{	Cwt.	238	}	14	37,585	1,241
			3			...	
		Gals.	74,959,433	}	2,120,361	1,689,130	129,086
		Cwt.	139			50,393	
VEGETABLE :							
CASTOR :							
United Kingdom -		Gals.	...		...	277,219	20,323
Aden -		"	...		...	2,480	231
Ceylon -		"	...		...	76,566	5,653
China, Hong Kong -		"	...		...	45,081	3,908
Straits Settlements -		"	...		...	213,726	16,803
Cape Colony -		"	...		...	139,077	11,521
Mauritius -		"	...		...	107,954	8,462
Natal -		"	...		...	86,537	6,662
British Guiana -		"	...		...	300	32
Australia -		"	...		...	527,140	49,043
Siam -		"	...		...	274	24
Turkey in Asia -		"	...		...	255	16
Egypt -		"	...		...	1,155	93
Mozambique -		"	...		...	1,278	107
Réunion -		"	...		...	15,008	1,099
Zanzibar -		"	...		...	32,399	3,065
United States -		"	...		...	912	77
West Indies -		"	...		...	360	32
Other Countries -		"	50		7	99	15
			50		7	1,527,820	127,166
COCOANUT :							
United Kingdom -		Gals.	...		...	870,191	72,989
Aden -		"	...		...	11,754	1,115
Ceylon -		"	902,900		84,741	105	12
Straits Settlements -		"	6,672		539	3,130	247
Cape Colony -		"	...		...	6,649	640
Mauritius -		"	229,363		19,758	...	...
Natal -		"	112		10	10,485	1,137
Australia -		"	...		...	3,398	237
Austria-Hungary -		"	...		...	57,414	5,227
Belgium -		"	...		...	172,127	15,596
France -		"	...		...	63,091	5,575
Germany -		"	...		...	326,915	26,904
Holland -		"	...		...	5,748	536
Arabia -		"	...		...	2,329	223
Japan -		"	...		...	532	52
Mekran and Sonmiani -		"	...		...	522	48
Persia -		"	...		...	1,414	140

## No. 11--continued.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES--continued.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
V.—OILS—continued.				
VEGETABLE—continued.				
COCOANUT—continued.				
Turkey in Asia - - - - Gals.	...	...	2,327	207
Madagascar - - - - "	...	...	2,109	210
Mozambique - - - - "	...	...	828	74
Réunion - - - - "	...	...	3,840	277
Zanzibar - - - - "	...	...	1,549	144
United States - - - - "	...	...	696,196	53,439
Other Countries - - - - "	29	3	2,849	282
	1,139,076	105,051	2,245,502	185,311
DREGS OF JINJILI OIL :				
Ceylon - - - - Cwt.	...	...	200,576	45,242
Straits Settlements - - - - "	...	...	1,374	299
	...	...	201,950	45,541
OTHER OILS - - - - Gals.	563,725	58,696	828,331	107,670
TOTAL OILS - - - { Gals.	76,662,284	2,284,115	6,290,783	594,774
- - - { Cwt.	139		252,343	
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES :				
BRISTLES AND FIBRE FOR BRUSHES AND BROOMS :				
United Kingdom - - - - Cwt.	164	770	8,764	31,342
Ceylon - - - - "	32	30	8,855	5,231
Australia - - - - "	2	17	4	38
Belgium - - - - "	...	...	13,872	12,364
Denmark - - - - "	...	...	603	362
France - - - - "	...	...	589	474
Germany - - - - "	38	87	18,826	24,545
Holland - - - - "	...	...	2,203	1,763
Japan - - - - "	...	...	665	448
United States - - - - "	...	...	7	100
Other Countries - - - - "	5	8	...	...
	241	912	54,388	76,667
CAOUTCHOUC :				
United Kingdom - - - - Cwt.	...	...	3,707	48,206
Straits Settlements - - - - "	...	...	2,803	39,077
Belgium - - - - "	...	...	105	1,587
Denmark - - - - "	...	...	1	14
Japan - - - - "	...	...	65	242
United States - - - - "	...	...	1,572	16,522
	...	...	8,253	105,647
COAL (including coke and patent fuel) :				
United Kingdom - - - - Tons	317,453	432,016	...	...
Aden - - - - "	...	...	4,001	2,668
Ceylon - - - - "	...	...	181,512	129,045
Straits Settlements - - - - "	...	...	86,951	66,457
Cape Colony - - - - "	16	16	...	...
Mauritius - - - - "	...	...	18,128	11,250
Natal - - - - "	220	256	6,072	3,971
Australia - - - - "	20,282	20,774	...	...
Belgium - - - - "	53	166	...	...
Japan - - - - "	81,938	84,135	...	...
Philippine Islands - - - - "	...	...	4,391	2,929
Sumatra - - - - "	...	...	3,531	2,354
Turkey in Asia - - - - "	...	...	151	201
Madagascar - - - - "	37	49	...	...
Réunion - - - - "	200	213	...	...
United States - - - - "	2,112	2,464	...	...
Other Countries - - - - "	65	54	1	2
	422,376	540,143	304,738	218,877
COIR :				
United Kingdom - - - - Cwt.	...	...	44,404	24,297
Aden - - - - "	...	...	69	29
Ceylon - - - - "	...	...	1,420	930
Straits Settlements - - - - "	...	...	352	198
Cape Colony - - - - "	...	...	5,879	3,107
Mauritius - - - - "	...	...	787	379
Natal - - - - "	153	61	1,522	825
Australia - - - - "	...	...	80	77

## No. 11—continued.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900.  
distinguishing COUNTRIES—continued.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>VL—RAW MATERIALS AND UNMANUFACTURED ARTICLES—continued.</b>				
<i>COIR—continued.</i>				
Austria-Hungary . . . . . Cwt.	..	..	118	62
Belgium . . . . . "	..	..	2820	1,446
France . . . . . "	..	..	449	217
Germany . . . . . "	..	..	4,223	2,845
Holland . . . . . "	..	..	487	260
Italy . . . . . "	..	..	112	60
Arabia . . . . . "	..	..	1,003	418
Persia . . . . . "	..	..	114	60
Turkey in Asia . . . . . "	..	..	4,630	1,713
Mozambique . . . . . "	..	..	68	27
Zanzibar . . . . . "	..	..	110	47
United States . . . . . "	..	..	1,133	647
Other Countries . . . . . "	..	..	136	64
..	153	61	70,016	37,708
<b>COTTON, RAW:</b>				
United Kingdom . . . . . Cwt.	105,681	169,388	132,590	139,815
Aden . . . . . "	67	112	47	54
Ceylon . . . . . "	492	670	7,941	12,369
China, Hong Kong . . . . . "	1,397	2,660	128,069	200,543
Straits Settlements . . . . . "	..	..	16,845	21,810
Cape Colony . . . . . "	..	..	21	41
Mauritius . . . . . "	..	..	99	98
Australia . . . . . "	..	..	3,172	5,673
Austria-Hungary . . . . . "	3,367	4,989	204,297	282,291
Belgium . . . . . "	..	..	297,576	400,672
France . . . . . "	579	1,167	177,887	244,859
Germany . . . . . "	8,133	17,925	531,172	762,294
Holland . . . . . "	..	..	100	133
Italy . . . . . "	946	1,230	370,343	539,818
Russia . . . . . "	..	..	41	61
Spain . . . . . "	..	..	19,691	27,565
Turkey in Europe . . . . . "	..	..	614	820
Arabia . . . . . "	290	481	1,012	543
China, Treaty Ports . . . . . "	..	..	156,517	241,466
Cochin China . . . . . "	..	..	2,109	2,755
Japan . . . . . "	..	..	2,319,173	3,730,422
Mekran and Sonmiani . . . . . "	11,814	7,030	..	..
Persia . . . . . "	13,476	24,339	414	213
Turkey in Asia . . . . . "	189	373	..	..
Egypt . . . . . "	42,219	77,499	..	..
Zanzibar . . . . . "	80	81	2,951	1,045
United States . . . . . "	146	253	762	1,320
Other Countries . . . . . "	9	9	31	30
..	188,795	308,206	4,373,474	6,616,710
<b>FODDER, BRAN, AND CATTLE FOOD (including Hay and Straw):</b>				
United Kingdom . . . . . Cwt.	193	44	1,746,004	153,091
Aden . . . . . "	..	..	7,436	1,465
Ceylon . . . . . "	595	86	213,649	41,570
China, Hong Kong . . . . . "	..	..	308	66
Straits Settlements . . . . . "	106	23	1,100,113	136,060
Cape Colony . . . . . "	..	..	1,009	186
Mauritius . . . . . "	..	..	27,677	4,799
Natal . . . . . "	..	..	3,792	803
Australia . . . . . "	30,549	8,038	437	134
Austria-Hungary . . . . . "	450	58	8,001	1,920
Belgium . . . . . "	..	..	4,062	853
Germany . . . . . "	..	..	105,541	20,342
Holland . . . . . "	..	..	1,119	224
Java . . . . . "	..	..	15,110	4,035
Mekran and Sonmiani . . . . . "	387	42	66	14
Persia . . . . . "	64	12	104	21
Philippine Islands . . . . . "	..	..	73	17
Siam . . . . . "	..	..	5,969	563
Turkey in Asia . . . . . "	310	76	..	..
Egypt . . . . . "	..	..	219,040	14,735
Zanzibar . . . . . "	..	..	560	93
Other Countries . . . . . "	11,608	2,987	70	15
..	44,262	11,366	3,460,140	381,006



No. 11--*continued.*

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES--*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—<i>continued.</i></b>				
<b>GUMS AND RESINS:</b>				
United Kingdom - - - - Cwt.	21,519	6,667	29,548	39,677
Aden - - - - - "	4,410	4,305	869	1,096
Ceylon - - - - - "	69	99	246	165
China, Hong Kong - - - - "	...	...	7,541	6,530
Straits Settlements - - - - "	14,485	24,007	365	623
Mauritius - - - - - "	...	...	98	230
Natal - - - - - "	...	...	43	149
Australia - - - - - "	...	...	61	242
Austria-Hungary - - - - - "	...	...	2,935	3,226
Belgium - - - - - "	66	22	15,455	17,857
France - - - - - "	2	26	7,747	7,352
Germany - - - - - "	9,861	2,985	22,319	23,359
Greece - - - - - "	...	...	60	40
Italy - - - - - "	...	...	192	137
Russia - - - - - "	...	...	460	453
Turkey in Europe - - - - - "	...	...	11	15
Arabia - - - - - "	16,597	13,002	793	760
China, Treaty Ports - - - - - "	...	...	11	13
Japan - - - - - "	...	...	2,409	2,867
Mekran and Sonmiani - - - - - "	156	114	...	...
Persia - - - - - "	21,648	14,600	598	648
Turkey in Asia - - - - - "	...	...	993	776
Egypt - - - - - "	...	...	48	83
Mozambique - - - - - "	...	...	564	216
Zanzibar - - - - - "	623	1,888	162	274
United States - - - - - "	16,696	4,935	1,058	1,052
Other Countries - - - - - "	4,859	4,238	14	31
"	110,991	76,948	94,600	107,871
<b>HEMP, RAW:</b>				
United Kingdom - - - - Cwt.	635	1,220	119,936	69,073
Aden - - - - - "	...	...	20	13
Ceylon - - - - - "	...	...	72	43
China, Hong Kong - - - - - "	3,383	7,054	...	...
Straits Settlements - - - - - "	762	1,452	...	...
Australia - - - - - "	...	...	509	459
Austria-Hungary - - - - - "	60	136	...	...
Belgium - - - - - "	...	...	141,498	88,011
France - - - - - "	...	...	4,079	2,751
Germany - - - - - "	...	...	7,149	5,023
Italy - - - - - "	330	693	...	...
Arabia - - - - - "	...	...	2,585	2,080
Japan - - - - - "	...	...	672	543
Persia - - - - - "	...	...	934	775
Philippine Islands - - - - - "	3,904	8,381	...	...
Turkey in Asia - - - - - "	...	...	14	11
United States - - - - - "	...	...	18	11
Other Countries - - - - - "	...	...	62	37
"	9,074	18,936	277,548	166,830
<b>HIDES AND SKINS:</b>				
United Kingdom - - - - Cwt.	...	...	200,612	540,342
Aden - - - - - "	917	1,226	11	34
Ceylon - - - - - "	4,728	12,160	7	16
China, Hong Kong - - - - - "	6	16	493	1,368
Straits Settlements - - - - - "	1,479	2,744	1,700	2,808
Mauritius - - - - - "	179	416	...	...
Canada - - - - - "	...	...	463	1,297
Australia - - - - - "	30	148	...	...
Austria-Hungary - - - - - "	3	15	71,173	206,428
Belgium - - - - - "	...	...	15,060	36,894
Denmark - - - - - "	...	...	60	157
France - - - - - "	...	...	127,387	404,699
Germany - - - - - "	168	547	336,352	968,185
Greece - - - - - "	...	...	306	691
Holland - - - - - "	...	...	5,029	13,230
Italy - - - - - "	...	...	134,651	399,307
Russia - - - - - "	51	54	...	...
Spain - - - - - "	...	...	4,553	14,277
Turkey in Europe - - - - - "	...	...	1,343	3,520
Arabia - - - - - "	1,758	3,974	16	20
Japan - - - - - "	5	13	135	469

No. 11—*continued.*QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES— <i>continued.</i>				
HIDES AND SKINS— <i>continued.</i>				
Mekran and Sonmiani - - - Cwt.	1,003	1,931	7	14
Persia - - - - - "	10,275	27,021	581	1,193
Turkey in Asia - - - - - "	651	1,197	122	321
Egypt - - - - - "	...	...	19,813	47,030
Réunion - - - - - "	...	...	3	12
Zanzibar - - - - - "	226	443	...	...
United States - - - - - "	...	...	491,639	1,950,240
Other Countries - - - - - "	261	684	...	...
"	21,740	52,589	1,411,516	4,592,552
HORNS:				
United Kingdom - - - - - Cwt.	...	...	45,709	68,565
Ceylon - - - - - "	28	37	50	188
China, Hong Kong - - - - - "	...	...	216	2,536
Straits Settlements - - - - - "	...	...	64	56
Belgium - - - - - "	...	...	3,200	4,600
Denmark - - - - - "	...	...	20	20
France - - - - - "	...	...	25,590	36,192
Germany - - - - - "	...	...	9,647	11,191
Egypt - - - - - "	...	...	520	693
Zanzibar - - - - - "	247	3,298	...	...
United States - - - - - "	...	...	10	11
Other Countries - - - - - "	22	32	2	3
"	297	3,367	85,028	124,055
IVORY:				
United Kingdom - - - - - Lbs.	75,873	33,370	21,168	8,749
Aden - - - - - "	9,013	3,757	...	...
Ceylon - - - - - "	...	...	131	32
China, Hong Kong - - - - - "	...	...	40,548	10,272
Straits Settlements - - - - - "	2,759	1,041	1,273	280
Natal - - - - - "	543	207	...	...
Austria-Hungary - - - - - "	3,846	2,087	...	...
Belgium - - - - - "	188	78	...	...
France - - - - - "	3,331	1,622	110	53
Germany - - - - - "	11,493	5,206	6,687	3,103
Japan - - - - - "	...	...	27,812	8,623
Egypt - - - - - "	229	117	...	...
Mozambique - - - - - "	9,850	3,679	...	...
Zanzibar - - - - - "	52,034	19,164	...	...
Other Countries - - - - - "	3	2	...	...
"	169,162	70,330	97,729	31,112
JEWELLERY: PRECIOUS STONES AND PEARLS, UNSET:				
United Kingdom - - - - - "	...	1,154	...	1,075
Aden - - - - - "	...	13,930	...	113
Ceylon - - - - - "	...	2,980	...	...
China, Hong Kong - - - - - "	...	...	...	1,822
Straits Settlements - - - - - "	...	330	...	2,713
Austria-Hungary - - - - - "	...	1,201	...	1,675
Belgium - - - - - "	...	...	...	453
France - - - - - "	...	...	...	1,147
Germany - - - - - "	...	...	...	15
Russia - - - - - "	...	78	...	133
Turkey in Europe - - - - - "	...	...	...	33
Arabia - - - - - "	...	361,849	...	11,180
Japan - - - - - "	...	...	...	16
Persia - - - - - "	...	232,067	...	2,510
Turkey in Asia - - - - - "	...	308	...	516
Abyssinia - - - - - "	...	4,334	...	...
Egypt - - - - - "	...	...	...	407
Zanzibar - - - - - "	...	...	...	85
"	...	618,231	...	23,893

No. 11—*continued.*QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>VL—RAW MATERIALS AND UNMANUFACTURED ARTICLES—<i>continued.</i></b>				
<b>JUTE, RAW :</b>				
United Kingdom - - - Cwt.	89	50	4,505,652	2,624,227
Ceylon - - - "	...	...	225	146
China, Hong Kong - - - "	...	...	35,088	18,317
Straits Settlements - - - "	...	...	972	585
Australia - - - "	...	...	5,263	2,717
Austria-Hungary - - - "	...	...	420,547	254,903
France - - - "	...	...	641,417	358,605
Germany - - - "	...	...	1,883,859	1,089,106
Italy - - - "	...	...	360,608	220,986
Spain - - - "	...	...	68,203	44,560
Japan - - - "	...	...	3,890	2,098
Egypt - - - "	...	...	85,286	47,760
United States - - - "	...	...	1,714,231	717,086
Other Countries - - - "	...	...	4	2
"	89	50	9,725,245	5,381,098
<b>MANURES:</b>				
United Kingdom - - - Tons	498	3,064	47,888	180,877
Aden - - - "	29	115	...	...
Ceylon - - - "	85	559	2,661	6,581
Straits Settlements - - - "	...	...	1,081	3,658
Mauritius - - - "	100	373	...	...
Australia - - - "	4	16	780	2,824
Belgium - - - "	89	507	11,374	40,913
France - - - "	...	...	15,720	60,125
Germany - - - "	56	158	30,033	108,619
Holland - - - "	...	...	500	1,733
Arabia - - - "	52	144	...	...
Mekran and Sonmiani - - - "	43	135	...	...
Persia - - - "	42	108	...	...
Zanzibar - - - "	378	1,007	...	...
United States - - - "	...	...	890	3,250
Other Countries - - - "	4	12	—	1
"	1,380	6,198	110,927	408,581
<b>SEEDS :</b>				
<b>CASTOR :</b>				
United Kingdom - - - Cwt.	...	...	257,873	100,130
Austria-Hungary - - - "	...	...	1,004	435
Belgium - - - "	...	...	119,495	47,211
France - - - "	...	...	357,192	142,260
Germany - - - "	...	...	2,000	799
Italy - - - "	...	...	85,758	35,052
Russia - - - "	...	...	60,006	22,524
Other Countries - - - "	25	9	34	11
"	25	9	883,362	348,422
<b>LINSEED :</b>				
United Kingdom - - - Cwt.	...	...	2,735,250	1,130,690
Ceylon - - - "	...	...	67	32
China, Hong Kong - - - "	...	...	99	57
Straits Settlements - - - "	...	...	42	24
Cape Colony - - - "	...	...	50	19
Mauritius - - - "	...	...	117	63
Natal - - - "	...	...	435	212
British Guiana - - - "	...	...	72,224	29,220
Australia - - - "	...	...	5,122	2,095
Austria-Hungary - - - "	...	...	145,731	65,746
Belgium - - - "	...	...	263,396	112,779
France - - - "	...	...	1,194,326	476,018
Germany - - - "	...	...	1,850,954	734,866
Holland - - - "	...	...	208,513	88,120
Italy - - - "	...	...	397,634	178,468
Japan - - - "	...	...	160	71
Persia - - - "	4,928	2,098	...	...
Turkey in Asia - - - "	233	103	...	...
Egypt - - - "	...	...	332,364	151,075
Zanzibar - - - "	...	...	36	16
United States - - - "	...	...	10,010	3,640
West Indies - - - "	...	...	76,558	28,931
Other Countries - - - "	1	1	6	3
"	5,162	2,202	7,293,094	3,002,145

## No. 11—continued.

QUANTITY AND VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1898-99,  
distinguishing COUNTRIES—continued.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—continued.</b>				
<b>SEEDS—continued.</b>				
<b>MOWA or MOWRE :</b>				
Belgium - - - - Cwt.	...	...	62,019	18,147
France - - - - "	...	...	296,052	80,320
Germany - - - - "	...	...	4,001	1,083
Italy - - - - "	...	...	5,020	1,339
	...	...	367,092	100,889
<b>POPPY :</b>				
United Kingdom - - - Cwt.	...	...	4,995	2,270
Aden - - - - "	...	...	21	14
Ceylon - - - - "	...	...	56	31
Straits Settlements - - - "	...	...	157	90
Mauritius - - - - "	...	...	55	35
Natal - - - - "	...	...	8	10
Austria-Hungary - - - "	...	...	1,300	542
Belgium - - - - "	...	...	369,004	156,580
France - - - - "	...	...	466,178	201,925
Germany - - - - "	...	...	106,966	46,061
Zanzibar - - - - "	...	...	28	16
Japan - - - - "	...	...	92	56
Persia - - - - "	964	478	...	...
Other Countries - - - - "	2	1	27	16
	966	479	948,887	407,646
<b>RAPESEED</b>				
United Kingdom - - - Cwt.	...	...	249,507	91,754
Ceylon - - - - "	...	...	196	107
Straits Settlements - - - "	...	...	91	41
Australia - - - - "	...	...	461	187
Belgium - - - - "	...	...	1,257,906	498,818
France - - - - "	...	...	1,004,362	413,947
Germany - - - - "	...	...	735,954	281,026
Holland - - - - "	...	...	79,377	29,071
Italy - - - - "	...	...	91,667	37,048
Mekran and Sonmiani - - - "	11,412	5,337	...	...
Other Countries - - - - "	12	5	23	11
	11,424	5,342	3,419,544	1,352,010
<b>TIL OR JINJILI :</b>				
United Kingdom - - - Cwt.	...	...	10,362	4,383
Aden - - - - "	...	...	19,131	10,095
Ceylon - - - - "	240	112	2,401	1,040
Straits Settlements - - - "	1,919	914	852	379
Austria-Hungary - - - "	...	...	81,801	43,661
Belgium - - - - "	...	...	223,313	127,424
France - - - - "	...	...	1,420,078	750,782
Germany - - - - "	...	...	215,878	126,914
Holland - - - - "	...	...	82,981	47,943
Italy - - - - "	...	...	357,816	196,529
Arabia - - - - "	...	...	5,045	2,904
Japan - - - - "	...	...	504	274
Persia - - - - "	1,051	512	145	73
Turkey in Asia - - - - "	161	84	...	...
Egypt - - - - "	...	...	49,497	27,565
Mozambique - - - - "	796	439	...	...
Zanzibar - - - - "	152	102	...	...
Other Countries - - - - "	15	7	11	6
	4,334	2,170	2,469,815	1,339,972
<b>OTHER SEEDS</b>				
	14,227	17,418	404,985	188,709
<b>TOTAL SEEDS :</b>				
United Kingdom - - - Cwt.	775	4,131	3,313,901	1,344,132
Aden - - - - "	...	...	27,051	13,153
Ceylon - - - - "	3,131	2,915	63,091	31,759
China, Hong Kong - - - "	96	95	1,016	609
Straits Settlements - - - "	2,739	1,495	52,483	25,441
Cape Colony - - - - "	...	...	70	33
Mauritius - - - - "	...	...	3,209	2,074
Natal - - - - "	86	51	1,533	1,188

## No. 11—continued.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900.  
distinguishing COUNTRIES—continued.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—continued.</b>				
TOTAL SEEDS—continued.				
British Guiana - - - - Cwt.	...	...	72,340	29,287
Australia - - - - "	2	31	6,146	2,663
Austria-Hungary - - - - "	15	183	238,036	114,238
Belgium - - - - "	1,300	665	2,301,768	965,310
France - - - - "	13	176	4,921,999	2,147,074
Germany - - - - "	3,720	1,886	2,931,292	1,198,011
Holland - - - - "	100	47	370,871	165,134
Italy - - - - "	14	57	938,065	448,533
Russia - - - - "	...	...	60,006	22,524
Turkey in Europe - - - - "	...	...	20	27
Arabia - - - - "	119	77	7,487	4,327
Japan - - - - "	...	...	847	449
Java - - - - "	...	...	818	7,975
Maldiv Islands - - - - "	...	...	52	39
Mekran and Sonmiani - - - - "	11,641	5,392	631	189
Persia - - - - "	10,258	9,023	1,037	539
Siam - - - - "	...	...	61	66
Turkey in Asia - - - - "	628	509	149	111
Abyssinia - - - - "	...	...	167	95
Egypt - - - - "	81	58	382,839	179,229
Madagascar - - - - "	...	...	36	31
Mozambique - - - - "	810	445	343	333
Réunion - - - - "	...	...	298	107
Zanzibar - - - - "	581	234	2,474	2,412
United States - - - - "	22	133	10,076	3,669
West Indies - - - - "	...	...	76,560	28,934
Other Countries - - - - "	8	17	97	98
..	36,138	27,620	15,786,779	6,739,793
SILK, RAW (including chasam and cocoons):				
United Kingdom - - - - Lbs.	190	57	853,355	194,317
Malta - - - - "	...	...	1,490	795
Aden - - - - "	...	...	2,506	421
Ceylon - - - - "	...	...	845	414
China, Hong Kong - - - - "	803,667	138,093	416	139
Straits Settlements - - - - "	374,318	83,764	2,284	344
Austria-Hungary - - - - "	439	234	76	17
France - - - - "	...	...	1,090,472	245,136
Germany - - - - "	201	60	...	...
Italy - - - - "	3,088	403	36,720	22,146
Turkey in Europe - - - - "	...	...	30	17
Arabia - - - - "	...	...	12,430	4,027
China, Treaty Ports - - - - "	493,391	137,085	...	...
Japan - - - - "	798	160	...	...
Mekran and Sonmiani - - - - "	...	...	3,485	770
Persia - - - - "	8,463	2,824	5,504	1,793
Siam - - - - "	10,208	1,361	...	...
Turkey in Asia - - - - "	...	...	5,143	1,186
Egypt - - - - "	...	...	8,104	1,590
Zanzibar - - - - "	...	...	622	343
United States - - - - "	...	...	7,003	3,735
Other Countries - - - - "	85	18	28	11
..	1,694,848	384,059	2,030,513	477,201
Wood:				
United Kingdom - - - - "	...	7,926	...	500,991
Aden - - - - "	...	479	...	1,258
Ceylon - - - - "	...	3,414	...	48,255
China, Hong Kong - - - - "	...	65	...	7,456
Straits Settlements - - - - "	...	13,766	...	943
Cape Colony - - - - "	...	67	...	7,126
Mauritius - - - - "	...	64	...	7,652
Natal - - - - "	...	...	...	386
Canada - - - - "	...	17,572	...	...
Australia - - - - "	...	247	...	2,655
Austria-Hungary - - - - "	...	9,409	...	6,331
Belgium - - - - "	...	157	...	3,483
France - - - - "	...	...	...	19,234
Germany - - - - "	...	3,077	...	24,916
Holland - - - - "	...	...	...	467
Italy - - - - "	...	...	...	8,735
Norway - - - - "	...	1,788	...	...
Portugal - - - - "	...	...	...	32,947
Russia - - - - "	...	208	...	13
Sweden - - - - "	...	2,982	...	...

## No. 11—continued.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—continued.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—continued.</b>				
<b>WOOD—continued.</b>				
Arabia - - - - -	—	31	—	1,933
China, Treaty Ports - - - - -	—	—	—	4,300
Maldiv Islands - - - - -	—	—	—	91
Mekran and Sonmiani - - - - -	—	—	—	262
Persia - - - - -	—	—	—	645
Siam - - - - -	—	49,756	—	—
Turkey in Asia - - - - -	—	—	—	5,056
Abyssinia - - - - -	—	—	—	208
Egypt - - - - -	—	—	—	4,091
Madagascar - - - - -	—	257	—	—
Mozambique - - - - -	—	—	—	452
Zanzibar - - - - -	—	788	—	3,072
United States - - - - -	—	8,773	—	3,383
Other Countries - - - - -	—	814	—	983
	—	121,640	—	697,324
<b>WOOL, RAW :</b>				
United Kingdom - - - Lbs.	5,040	96	41,163,992	1,188,929
Aden - - - - -	700	12	—	—
Mauritius - - - - -	—	—	180	18
Straits Settlements - - - - -	3,078	23	164	1
Australia - - - - -	643	32	—	—
Belgium - - - - -	—	—	97,776	2,910
France - - - - -	—	—	58,688	583
Germany - - - - -	—	—	3,360	20
Russia - - - - -	11,494	422	—	—
Arabia - - - - -	39,312	728	—	—
Japan - - - - -	—	—	346,066	8,110
Mekran and Sonmiani - - - - -	659,999	7,528	—	—
Persia - - - - -	2,577,416	47,346	—	—
Turkey in Asia - - - - -	67,256	782	—	—
United States - - - - -	—	—	33,600	733
	3,364,938	56,969	41,703,826	1,201,304
<b>OTHER SORTS</b>				
	—	162,080	—	203,993
<b>TOTAL RAW MATERIALS AND UNMANUFACTURED ARTICLES</b>				
	—	2,459,705	—	27,687,142
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED :</b>				
<b>COTTON :</b>				
<b>Twist and Yarn :</b>				
United Kingdom - - - Lbs.	40,799,360	1,563,579	184,250	6,183
Aden - - - - -	22,010	550	2,637,918	58,155
Ceylon - - - - -	244,584	5,436	172,447	7,550
China, Hong Kong - - - - -	37,360	960	107,631,420	2,045,645
Straits Settlements - - - - -	—	—	4,163,657	101,292
Mauritius - - - - -	—	—	8,000	148
Australia - - - - -	—	—	5,600	168
Austria-Hungary - - - - -	374,599	15,920	—	—
Belgium - - - - -	582,466	24,951	—	—
France - - - - -	6,900	231	2,400	113
Germany - - - - -	1,700	127	—	—
Holland - - - - -	44,920	1,987	—	—
Italy - - - - -	501,910	19,443	—	—
Arabia - - - - -	970	28	506,486	14,154
China, Treaty Ports - - - - -	630	12	123,939,337	2,347,082
Japan - - - - -	—	—	180,000	3,833
Java - - - - -	—	—	10,400	265
Mekran and Sonmiani - - - - -	2,464	39	4,735	195
Persia - - - - -	628	24	2,306,748	69,469
Siam - - - - -	—	—	4,700	157
Sumatra - - - - -	—	—	4,000	83

No. 11—*continued.*QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED— <i>continued.</i>				
COTTON— <i>continued.</i>				
TWIST AND YARN— <i>continued.</i>				
Turkey in Asia - - - - - Lbs.	...	...	725,900	14,230
Abyssinia - - - - - "	...	...	22,100	806
Zanzibar - - - - - "	938	46	90,643	2,323
Other Countries - - - - - "	415	8	1,014	45
"	42,621,854	1,633,341	242,601,755	4,671,896
PIECE GOODS :				
GREY (unbleached) :				
United Kingdom - - - - - Yds.	1,270,469,439	9,270,293	43,334	350
Aden - - - - - "	33,001	271	11,129,660	103,634
Ceylon - - - - - "	281,455	3,198	987,552	11,610
China, Hong Kong - - - - - "	...	...	575,250	4,460
Straits Settlements - - - - - "	28,774	393	2,301,899	21,379
Mauritius - - - - - "	...	...	1,872,881	13,916
Natal - - - - - "	...	...	1,575,442	9,783
Austria-Hungary - - - - - "	4,512	67	...	...
Belgium - - - - - "	6,325	59	...	...
Germany - - - - - "	25,783	309	...	...
Holland - - - - - "	2,400	19	...	...
Italy - - - - - "	7,241	347	...	...
Arabia - - - - - "	3,986	44	3,006,004	23,841
China, Treaty Ports - - - - - "	...	...	6,145,845	51,990
Java - - - - - "	5,024	50	30,158	172
Maldiv Islands - - - - - "	...	...	8,040	78
Mekran and Sonmiani - - - - - "	...	...	657,466	5,231
Persia - - - - - "	2,004	13	4,555,622	36,017
Siam - - - - - "	...	...	95,360	546
Turkey in Asia - - - - - "	2,736	30	2,480,307	22,311
Abyssinia - - - - - "	1,950	11	2,465,408	15,295
Egypt - - - - - "	...	...	1,004,513	8,514
Madagascar - - - - - "	...	...	1,572	41
Mozambique - - - - - "	...	...	6,491,368	42,520
Réunion - - - - - "	...	...	14,000	168
Zanzibar - - - - - "	1,500	18	11,549,992	88,767
United States - - - - - "	4,035,575	46,795	...	...
Other Countries - - - - - "	448	5	212,068	1,756
"	1,274,912,153	9,321,922	57,203,741	462,379
WHITE (bleached) :				
United Kingdom - - - - - Yds.	438,637,684	3,467,646	15,370	185
Malta - - - - - "	...	...	16,999	1,537
Aden - - - - - "	...	...	1,873,146	15,916
Ceylon - - - - - "	69,668	1,123	783,845	9,638
China, Hong Kong - - - - - "	1,262	14	51,148	599
Straits Settlements - - - - - "	1,229,293	18,022	1,278,230	12,079
Mauritius - - - - - "	...	...	571,651	5,534
Natal - - - - - "	7,500	54	18,462	477
Austria-Hungary - - - - - "	1,230,415	22,386	...	...
Belgium - - - - - "	549,297	6,890	...	...
France - - - - - "	38,941	685	1,619	104
Germany - - - - - "	113,640	1,473	...	...
Holland - - - - - "	1,383,671	15,350	...	...
Italy - - - - - "	1,218,471	25,992	...	...
Russia - - - - - "	...	...	54,270	261
Turkey in Europe - - - - - "	...	...	14,375	991
Arabia - - - - - "	...	...	1,720,056	16,993
China, Treaty Ports - - - - - "	...	...	15,850	142
Japan - - - - - "	4,106	56	...	...
Maldiv Islands - - - - - "	...	...	1,080	12
Mekran and Sonmiani - - - - - "	...	...	210,134	1,736
Persia - - - - - "	...	...	2,243,143	19,151
Siam - - - - - "	...	...	1,480	17
Turkey in Asia - - - - - "	...	...	97,514	1,787
Abyssinia - - - - - "	...	...	112,115	890
Egypt - - - - - "	...	...	22,994	480
Madagascar - - - - - "	...	...	3,700	29
Mozambique - - - - - "	...	...	341,771	3,624
Tunis - - - - - "	...	...	4,116	478
Zanzibar - - - - - "	2,416	41	867,354	8,899
United States - - - - - "	58,700	835	...	...
Other Countries - - - - - "	1,421	16	69,292	1,195
"	444,546,485	3,560,583	10,389,714	102,754

## No. 11—continued.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—continued.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—continued.</b>				
<b>COTTON—continued.</b>				
<b>COLOURED, PRINTED, OR DYED :</b>				
United Kingdom - - - - - Yds.	457,281,586	4,142,926	601,431	9,358
Aden - - - - - "	73,377	588	5,711,538	63,685
Ceylon - - - - - "	521,778	10,184	8,703,604	166,176
China, Hong Kong - - - - - "	42,592	414	99,721	2,297
Straits Settlements - - - - - "	866,367	10,331	16,260,185	320,947
Mauritius - - - - - "	...	...	672,124	8,587
Natal - - - - - "	27,470	428	472,842	9,741
Austria-Hungary - - - - - "	1,847,252	42,547	6,159	310
Belgium - - - - - "	993,398	25,308	...	...
France - - - - - "	1,464,451	20,373	2,745	156
Germany - - - - - "	1,102,760	28,603	15,158	709
Holland - - - - - "	5,314,927	50,183	...	...
Italy - - - - - "	2,042,879	56,303	...	...
Russia - - - - - "	7,829	126	...	...
Arabia - - - - - "	3,044	28	7,041,375	86,916
China, Treaty Ports - - - - - "	...	...	24,368	472
Cochin-China - - - - - "	...	...	1,152	15
Japan - - - - - "	20,662	246	1,680	24
Java - - - - - "	...	...	20,983	378
Maldiv Islands - - - - - "	...	...	10,796	231
Mekran and Sonmiani - - - - - "	...	...	1,159,986	9,660
Persia - - - - - "	6,768	53	15,977,274	228,544
Philippine Islands - - - - - "	...	...	22,162	441
Siam - - - - - "	528	14	234,342	6,852
Turkey in Asia - - - - - "	9,692	102	3,126,219	43,903
Abyssinia - - - - - "	...	...	98,610	983
Egypt - - - - - "	5,717	320	165,316	3,103
Madagascar - - - - - "	...	...	13,750	163
Mozambique - - - - - "	...	...	3,363,087	37,431
Réunion - - - - - "	...	...	50,690	486
Zanzibar - - - - - "	977	22	5,319,082	68,910
United States - - - - - "	249,293	3,543	136,799	3,204
Other Countries - - - - - "	921	8	150,851	2,065
"	471,884,268	4,392,650	69,464,029	1,073,747
<b>HANDKERCHIEFS AND SHAWLS IN THE PIECE :</b>				
United Kingdom - - - - - No.	17,552,424	131,030	899,237	24,753
Aden - - - - - "	...	...	55,356	502
Ceylon - - - - - "	...	...	123,050	1,901
China, Hong Kong - - - - - "	370	25	8,191	134
Straits Settlements - - - - - "	...	...	107,832	1,706
Mauritius - - - - - "	...	...	68,010	385
Natal - - - - - "	...	...	2,480	43
Austria-Hungary - - - - - "	161,702	2,258	...	...
Belgium - - - - - "	51,872	2,641	...	...
France - - - - - "	4,018	186	1,232	83
Germany - - - - - "	112,475	7,570	...	...
Holland - - - - - "	2,400	85	...	...
Italy - - - - - "	362,319	3,048	...	...
Russia - - - - - "	...	...	...	...
Turkey in Europe - - - - - "	...	...	3,310	399
Arabia - - - - - "	...	...	92,331	2,749
Persia - - - - - "	...	...	321,806	5,027
Turkey in Asia - - - - - "	...	...	134,750	2,052
Abyssinia - - - - - "	...	...	888	14
Egypt - - - - - "	...	...	91,200	507
Mozambique - - - - - "	...	...	164,473	2,300
Zanzibar - - - - - "	...	...	122,773	1,905
Other Countries - - - - - "	860	24	20,696	291
"	18,248,440	146,867	2,217,615	44,753
<b>HOSIERY, PURE AND MIXED :</b>				
United Kingdom - - - - - "	—	53,798	—	15
Malta - - - - - "	—	54	—	...
Aden - - - - - "	—	2,573	—	757
Ceylon - - - - - "	—	9,023	—	4,732
China, Hong Kong - - - - - "	—	78	—	417
Straits Settlements - - - - - "	—	3,155	—	280
Mauritius - - - - - "	—	...	—	310
Natal - - - - - "	—	...	—	163



No. 11—*continued.*

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—<i>continued.</i></b>				
<b>COTTON—<i>continued.</i></b>				
<b>HOSIERY, PURE AND MIXED—<i>continued.</i></b>				
Austria-Hungary	—	83,558	...	...
Belgium	—	2,209	...	...
France	—	31,680	...	...
Germany	—	45,943	...	...
Holland	—	642	...	...
Italy	—	64,925	...	...
Spain	—	1,668	...	...
Arabia	...	24	—	132
Japan	...	1,655	...	...
Persia	...	...	—	531
Philippine Islands	—	...	—	13
Siam	—	65	—	64
Turkey in Asia	...	...	—	405
Egypt	—	18	...	...
Mozambique	...	...	—	2,726
Zanzibar	...	...	—	1,774
Other Countries	—	6	—	843
	—	301,074	—	13,162
<b>THREAD, SEWING :</b>				
United Kingdom	744,048	104,327	827	448
Aden	...	...	15,986	869
Ceylon	1,554	39	9,509	389
Straits Settlements	3,059	384	2,576	155
Mauritius	...	...	222	29
Natal	...	...	1,850	98
Austria-Hungary	93,721	9,685	...	...
Belgium	8,841	806	...	...
Germany	17,724	1,825	...	...
Arabia	...	...	4,819	265
China, Treaty Ports	...	...	163	14
Persia	...	...	46,096	3,155
Turkey in Asia	...	...	55,959	3,703
Abyssinia	...	...	250	17
Madagascar	...	...	790	38
Mozambique	...	...	25,065	1,147
Zanzibar	140	18	11,662	626
Other Countries	44	2	3,672	158
	869,131	117,086	179,446	11,111
<b>OTHER COTTON MANUFACTURES</b>				
	—	161,227	—	32,627
<b>TOTAL COTTON MANUFACTURES (excluding twist and yarn) :</b>				
United Kingdom	—	17,275,948	—	40,553
Malta	—	54	—	1,537
Aden	—	3,434	—	186,663
Ceylon	—	23,759	—	197,835
China, Hong Kong	—	534	—	8,081
Straits Settlements	—	32,472	—	359,186
Mauritius	...	...	...	29,142
Natal	...	482	—	20,367
Australia	...	...	—	1,886
Austria-Hungary	—	163,643	—	342
Belgium	—	57,873	—	5,359
France	—	54,645	—	346
Germany	—	96,511	—	8,208
Holland	—	83,982	...	...
Italy	—	162,019	...	...
Russia	—	139	—	264
Spain	—	1,835	...	...
Turkey in Europe	...	...	—	1,392
Arabia	—	100	—	132,148
China, Treaty Ports	—	—	—	53,172
Cochin China	—	—	—	17
Japan	—	1,904	—	26
Java	—	107	—	550
Maldives Islands	...	...	—	320
Mekran and Sonmiani	...	...	—	16,671

No. 11—*continued.*QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—<i>continued.</i></b>				
TOTAL COTTON MANUFACTURES (excluding twist and yarn)— <i>continued.</i>				
Persia - - - - -	—	69	—	292,831
Philippine Islands - - - - -	...	...	—	474
Siam - - - - -	—	81	—	7,479
Turkey in Asia - - - - -	—	140	—	74,174
Abyssinia - - - - -	—	11	—	17,204
Egypt - - - - -	—	338	—	12,698
Madagascar - - - - -	...	...	—	278
Mozambique - - - - -	...	...	—	90,051
Réunion - - - - -	...	...	—	654
Tunis - - - - -	...	...	—	478
Zanzibar - - - - -	—	109	—	170,174
United States - - - - -	—	51,212	—	3,631
Other Countries - - - - -	—	8	—	6,341
	—	18,001,409	—	1,740,532
FLAX, MANUFACTURES OF (including twist and yarn):				
United Kingdom - - - - -	—	92,222	—	1,299
Aden - - - - -	...	...	—	59
Ceylon - - - - -	—	20	...	104
China, Hong Kong - - - - -	—	24	—	...
Straits Settlements - - - - -	...	153	—	332
Natal - - - - -	...	...	...	378
Australia - - - - -	—	156	...	1,004
Austria-Hungary - - - - -	—	406	...	...
Belgium - - - - -	—	4,982	...	...
France - - - - -	—	34	...	...
Germany - - - - -	—	548	—	...
Italy - - - - -	...	49	—	...
Persia - - - - -	...	...	—	43
Siam - - - - -	...	...	—	37
Mozambique - - - - -	...	...	—	20
United States - - - - -	...	43	...	...
Zanzibar - - - - -	...	...	—	42
Other Countries - - - - -	—	8	—	10
	—	98,645	—	3,328
HEMP, MANUFACTURES OF (excluding cordage):				
United Kingdom - - - - -	—	5,927	...	...
Aden - - - - -	...	...	—	61
China, Hong Kong - - - - -	—	22	...	...
Straits Settlements - - - - -	—	124	...	...
Austria-Hungary - - - - -	—	792	...	...
Italy - - - - -	...	62	...	...
Other Countries - - - - -	...	...	—	7
	—	6,927	—	68
JUTE MANUFACTURES (including Twist and Yarn):				
GUNNY BAGS:				
United Kingdom - - - - - No.	8,400	244	32,101,430	452,427
Aden - - - - - "	...	...	104,600	1,671
Ceylon - - - - - "	3,520,751	29,388	340,425	4,528
China, Hong Kong - - - - - "	19,000	154	9,280,500	79,512
Straits Settlements - - - - - "	45,938	543	21,346,586	274,113
Cape Colony - - - - - "	...	...	5,074,450	89,802
Mauritius - - - - - "	136,345	720	2,585,625	30,114
Natal - - - - - "	...	...	3,344,350	48,263
British Guiana - - - - - "	...	...	180,900	2,890
Canada - - - - - "	...	...	35,200	274
Australia - - - - - "	1,498	17	35,795,315	652,230
Austria-Hungary - - - - - "	500	12	105,000	1,332
Belgium - - - - - "	1,500	25	3,707,800	44,928
France - - - - - "	...	...	528,700	7,919
Germany - - - - - "	...	...	2,786,538	36,517
Greece - - - - - "	...	...	214,200	1,913
Holland - - - - - "	...	...	30,200	483
Turkey in Europe - - - - - "	...	...	773,700	12,015
Arabia - - - - - "	55,375	337	92,500	1,091

No. 11—*continued.*

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—<i>continued.</i></b>				
<b>JUTE MANUFACTURES (including Twist and Yarn)—<i>continued.</i></b>				
<b>GUNNY BAGS—<i>continued.</i></b>				
Borneo - - - - - No.	...	...	23,000	328
China, Treaty Ports - - - "	...	...	993,200	12,613
Cochin China - - - - - "	...	...	70,000	993
Japan - - - - - "	...	...	355,500	4,362
Java - - - - - "	...	...	231,900	4,279
Macassar - - - - - "	...	...	12,500	200
Mekran and Sonmiani - - - "	4,312	41	11,099	134
Persia - - - - - "	...	...	224,969	3,591
Philippine Islands - - - - "	...	...	92,500	923
Siam - - - - - "	...	...	476,500	6,962
Turkey in Asia - - - - - "	...	...	3,057,050	50,214
Egypt - - - - - "	...	...	5,697,850	127,250
Madagascar - - - - - "	...	...	18,000	283
Mozambique - - - - - "	...	...	381,230	5,673
Zanzibar - - - - - "	6,615	48	208,020	3,301
United States - - - - - "	...	...	15,075,400	126,964
West Indies - - - - - "	...	...	547,962	8,539
Central America - - - - - "	...	...	443,950	4,575
Argentine Republic - - - - "	...	...	650,000	6,250
Chile - - - - - "	...	...	16,353,900	176,098
Ecuador - - - - - "	...	...	73,500	1,159
Dutch Guiana - - - - - "	...	...	1,250	29
Peru - - - - - "	...	...	1,415,700	21,141
Sandwich Islands - - - - - "	...	...	2,329,600	21,386
Other Countries - - - - - "	4,773	46	1,153,250	16,650
"	3,805,005	31,575	168,323,849	2,345,919
<b>GUNNY CLOTH:</b>				
United Kingdom - - - - - Yds.	44,031	474	29,242,100	189,808
Ceylon - - - - - "	7,410	65	1,328,300	9,742
China, Hong Kong - - - - - "	...	...	12,954,486	86,537
Straits Settlements - - - - - "	...	...	125,000	991
Cape Colony - - - - - "	...	...	22,900	175
Natal - - - - - "	...	...	10,000	72
Canada - - - - - "	...	...	250,000	1,421
Australia - - - - - "	...	...	5,535,350	40,128
Austria-Hungary - - - - - "	...	...	70,400	716
Belgium - - - - - "	...	...	165,000	1,760
Germany - - - - - "	1,000	15	2,111,779	14,028
Sweden - - - - - "	...	...	300,000	1,600
Borneo - - - - - "	...	...	8,000	43
China, Treaty Ports - - - - - "	...	...	1,168,400	8,310
Japan - - - - - "	...	...	1,138,600	7,913
Java - - - - - "	...	...	15,000	90
Persia - - - - - "	...	...	291,200	2,518
Turkey in Asia - - - - - "	...	...	394,960	2,517
Egypt - - - - - "	...	...	93,000	854
Zanzibar - - - - - "	2,329	8	2,000	25
United States - - - - - "	8,000	43	194,992,909	1,098,852
Argentine Republic - - - - - "	...	...	53,939,300	320,581
Chile - - - - - "	...	...	299,000	1,595
Peru - - - - - "	...	...	28,000	215
Uruguay - - - - - "	...	...	2,535,000	16,471
Other Countries - - - - - "	...	...	575	6
"	62,770	605	307,021,259	1,806,968
<b>OTHER JUTE MANUFACTURES -</b>				
"	—	22,534	—	23,644
<b>TOTAL JUTE MANUFACTURES (including Twist and Yarn):</b>				
United Kingdom - - - - -	—	22,545	—	648,265
Aden - - - - -	—	18	—	1,755
Ceylon - - - - -	—	29,512	—	14,979
China, Hong Kong - - - - -	—	157	—	166,064
Straits Settlements - - - - -	—	811	—	288,729
Cape Colony - - - - -	...	...	—	89,977
Mauritius - - - - -	...	725	—	30,492
Natal - - - - -	...	...	—	48,334
British Guiana - - - - -	...	...	—	2,890
Canada - - - - -	...	...	—	1,695
Australia - - - - -	—	17	—	692,521

## No. 11—continued.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—continued.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—continued.</b>				
<b>TOTAL JUTE MANUFACTURES (including Twist and Yarn)—continued.</b>				
Austria-Hungary	—	67	—	2,048
Belgium	—	118	—	46,688
France	—	—	—	7,919
Germany	—	28	—	51,167
Greece	—	—	—	1,913
Holland	—	—	—	483
Italy	—	84	—	—
Sweden	—	—	—	1,600
Turkey in Europe	—	—	—	12,028
Arabia	—	330	—	1,190
Borneo	—	—	—	380
China, Treaty Ports	—	—	—	20,951
Cochin China	—	—	—	993
Japan	—	105	—	12,285
Java	—	—	—	4,376
Macassar	—	—	—	200
Mekran and Sonmiani	—	41	—	265
Persia	—	—	—	6,376
Philippine Islands	—	—	—	923
Siam	—	—	—	6,969
Turkey in Asia	—	—	—	52,997
Egypt	—	—	—	128,104
Madagascar	—	—	—	299
Mozambique	—	—	—	5,798
Zanzibar	—	72	—	3,713
Central America	—	—	—	4,575
Argentine Republic	—	—	—	327,450
Chile	—	—	—	177,693
Ecuador	—	—	—	1,159
Peru	—	—	—	21,356
Uruguay	—	—	—	16,471
United States	—	43	—	1,225,816
West Indies	—	—	—	8,539
Dutch Guiana	—	—	—	29
Sandwich Islands	—	—	—	21,386
Other Countries	—	41	—	16,690
	—	54,714	—	4,176,530
<b>SILK :</b>				
<b>PIECE GOODS :</b>				
United Kingdom	Yds.	1,069,360	64,653	855,965
Gibraltar	—	558	19	—
Aden	—	1,240	106	18,111
Ceylon	—	19,488	1,646	72,703
China, Hong Kong	—	1,794,797	102,805	21,885
Straits Settlements	—	47,415	3,454	57,935
Cape Colony	—	—	—	4,270
Mauritius	—	—	—	17,740
Natal	—	1,681	135	16,046
Australia	—	—	—	36,464
Austria-Hungary	—	31,770	1,931	3,616
Belgium	—	17,562	1,554	—
France	—	706,452	48,735	176,524
Germany	—	10,304	741	1,277
Holland	—	1,262	104	—
Italy	—	310,049	18,527	—
Russia	—	98,506	5,363	—
Turkey in Europe	—	—	—	1,115
Arabia	—	2,010	128	47,755
China, Treaty Ports	—	1,240,815	81,072	—
Japan	—	2,841,665	106,970	500
Java	—	—	—	1,049
Mekran and Sonmiani	—	—	—	2,586
Persia	—	12,620	1,441	94,646
Siam	—	—	—	304
Turkey in Asia	—	—	—	78,784
Abyssinia	—	—	—	2,120
Egypt	—	4,089	163	38,774
Madagascar	—	—	—	4,860
Mozambique	—	—	—	51,244
Tunis	—	—	—	132
Zanzibar	—	365	30	78,324
United States	—	—	—	2,681
West Indies	—	—	—	—
Other Countries	—	24	7	10,612
	—	8,212,032	439,584	1,698,022
				103,043

## No. 11—continued.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—continued.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—continued.				
SILK—continued.				
GOODS OF SILK MIXED WITH OTHER MATERIALS :				
United Kingdom - - - Yds.	622,831	30,030	21,897	874
Malta - - - - - "	...	...	1,446	160
Aden - - - - - "	...	...	15,532	1,020
Ceylon - - - - - "	3,439	242	14,175	928
China, Hong Kong - - - "	58,440	3,474	450	33
Straits Settlements - - - "	43,158	2,469	41,012	1,794
Natal - - - - - "	...	...	12,320	513
Australia - - - - - "	...	...	432	86
Austria-Hungary - - - - "	126,245	6,446	5,580	305
Belgium - - - - - "	711,947	42,543	...	...
France - - - - - "	1,165,890	50,679	26,142	444
Germany - - - - - "	335,416	23,143	...	...
Holland - - - - - "	32,755	1,399	...	...
Italy - - - - - "	288,295	12,339	5,688	456
Russia - - - - - "	1,418	52	650	143
Turkey in Europe - - - - "	...	...	4,186	287
Arabia - - - - - "	...	...	116,198	3,682
China, Treaty Ports - - - "	480	64	...	...
Japan - - - - - "	236,842	9,837	...	...
Java - - - - - "	...	...	1,170	63
Persia - - - - - "	287	20	13,376	1,654
Turkey in Asia - - - - - "	257	17	5,587	543
Abyssinia - - - - - "	...	...	800	133
Egypt - - - - - "	5,667	143	3,900	353
Zanzibar - - - - - "	...	...	504	74
Other Countries - - - - - "	169	12	402	13
	3,633,536	182,909	291,447	13,558
OTHER SILK MANUFACTURES - Lbs.	478,970	130,728	3,075	320
TOTAL SILK MANUFACTURES -	—	753,221	—	116,921
WOOL :				
CARPETS AND RUGS :				
United Kingdom - - - Lbs.	714,652	49,103	1,180,779	114,799
Aden - - - - - "	207	16	580	70
Ceylon - - - - - "	...	...	235,070	5,590
China, Hong Kong - - - "	...	...	1,552	115
Straits Settlements - - - "	377	31	1,512	65
Natal - - - - - "	1,078	52	480	27
Canada - - - - - "	...	...	1,097	53
Australia - - - - - "	...	...	7,207	556
Austria-Hungary - - - - "	1,136	71	8,366	1,254
Belgium - - - - - "	1,827	90	565	83
Denmark - - - - - "	...	...	451	31
France - - - - - "	1,832	56	6,275	727
Germany - - - - - "	105,920	5,333	7,820	1,304
Italy - - - - - "	...	...	825	105
Russia - - - - - "	2,917	352	...	...
Arabia - - - - - "	111	13	...	...
Persia - - - - - "	10,756	1,040	...	...
Turkey in Asia - - - - - "	1,223	164	...	...
Abyssinia - - - - - "	...	...	200	13
Egypt - - - - - "	249	33	1,024	97
Mozambique - - - - - "	...	...	440	33
Zanzibar - - - - - "	...	...	1,463	131
Argentine Republic - - - - "	...	...	11,256	1,068
United States - - - - - "	276	41	223,551	32,087
Other Countries - - - - - "	155	8	1,064	19
	842,716	56,403	1,691,577	158,219
PIECE GOODS :				
United Kingdom - - - Yds.	9,415,730	536,045	9,070	1,143
Aden - - - - - "	154	19	8,416	675
Ceylon - - - - - "	3,717	244	122,290	6,375
China, Hong Kong - - - "	1,253	50	28,305	2,402
Straits Settlements - - - "	8,869	410	16,240	1,097
Mauritius - - - - - "	997	77	8,497	832
Natal - - - - - "	466	59	...	...
Australia - - - - - "	...	...	655	57
Austria-Hungary - - - - - "	2,114,853	75,515	37,099	1,910
Belgium - - - - - "	219,564	12,143	...	...
France - - - - - "	203,412	8,839	...	...
Germany - - - - - "	2,182,423	110,496	...	...

No. 11--*continued.*QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900.  
distinguishing COUNTRIES--*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—<i>continued.</i></b>				
<b>WOOL—<i>continued.</i></b>				
<b>PIECE GOODS—<i>continued.</i></b>				
Holland - - - - - Yds.	78,557	6,220	...	...
Italy - - - - - "	166,867	6,001	...	...
Russia - - - - - "	190	11	...	...
Arabia - - - - - "	1,538	115	13,996	1,105
China, Treaty Ports - - - - - "	...	...	20	20
Japan - - - - - "	...	...	1,868	116
Java - - - - - "	...	...	831	36
Persia - - - - - "	2,304	73	67,674	5,138
Siam - - - - - "	...	...	132	29
Turkey in Asia - - - - - "	690	21	5,321	451
Abyssinia - - - - - "	...	...	148	34
Egypt - - - - - "	...	...	551	78
Mozambique - - - - - "	...	...	5,137	458
Zanzibar - - - - - "	...	...	17,030	1,393
Other Countries - - - - - "	293	9	1,768	258
	14,401,877	756,347	345,048	23,607
<b>SHAWLS :</b>				
United Kingdom - - - - - No.	730,901	108,975	759	1,173
Aden - - - - - "	...	...	448	177
Ceylon - - - - - "	410	80	240	27
China, Hong Kong - - - - - "	...	...	247	70
Straits Settlements - - - - - "	1,304	109	6,177	1,780
Natal - - - - - "	...	...	168	27
Austria-Hungary - - - - - "	82,042	12,959	...	...
Belgium - - - - - "	11,250	1,551	...	...
France - - - - - "	2,081	154	...	...
Germany - - - - - "	660,980	97,205	96	240
Italy - - - - - "	16,224	1,816	...	...
Russia - - - - - "	...	...	4	27
Turkey in Europe - - - - - "	...	...	33	128
Arabia - - - - - "	...	...	1,043	351
Java - - - - - "	...	...	56	12
Persia - - - - - "	...	...	943	3,400
Turkey in Asia - - - - - "	...	...	19	92
Egypt - - - - - "	...	...	1,252	537
Zanzibar - - - - - "	...	...	719	303
Argentine Republic - - - - - "	...	...	6	12
Other Countries - - - - - "	22	17	111	26
	1,505,214	222,866	12,321	8,382
<b>OTHER WOOLLEN MANUFACTURES - Lbs.</b>	1,518,725	136,385	100,093	5,631
<b>TOTAL, WOOLLEN MANUFACTURES</b>	—	1,172,001	—	195,839
<b>TOTAL, YARNS AND TEXTILE FABRICS</b>	—	21,720,258	—	10,905,113
<b>APPAREL :</b>				
<b>APPAREL (including drapery, haberdashery, millinery, &amp;c., but excluding hosiery) :</b>				
United Kingdom - - - - -	—	437,464	—	70,501
Gibraltar - - - - -	—	60	—	324
Malta - - - - -	—	33	—	70
Aden - - - - -	—	297	—	4,633
Ceylon - - - - -	—	5,373	—	10,284
China, Hong Kong - - - - -	—	7,510	—	3,652
Straits Settlements - - - - -	—	20,185	—	14,878
Cape Colony - - - - -	—	...	—	2,178
Mauritius - - - - -	—	...	—	4,145
Natal - - - - -	—	189	—	5,989
Canada - - - - -	—	19	—	...
British Guiana - - - - -	—	...	—	203
Australia - - - - -	—	338	—	3,312
Austria-Hungary - - - - -	—	147,113	—	393
Belgium - - - - -	—	6,751	—	18
France - - - - -	—	126,593	—	1,764
Germany - - - - -	—	39,171	—	996
Holland - - - - -	—	1,818	—	...
Italy - - - - -	—	26,212	—	86
Russia - - - - -	—	6,722	—	...
Sweden - - - - -	—	43	—	...
Turkey in Europe - - - - -	—	10	—	196
Arabia - - - - -	—	80	—	2,983
China, Treaty Ports - - - - -	—	4,304	—	1,299
Cochin-China - - - - -	—	...	—	86
Japan - - - - -	—	10,749	—	200

No. 11—*continued.*

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—<i>continued.</i></b>				
<b>APPAREL—<i>continued.</i></b>				
<b>APPAREL (including drapery, haberdashery, millinery, &amp;c., but excluding hosiery)—<i>cont.</i></b>				
Java	...	...	...	980
Mekran and Sonmiani	...	...	...	188
Persia	...	123	...	4,877
Philippine Islands	...	...	...	220
Siam	...	56	...	1,001
Turkey in Asia	...	136	...	1,720
Abyssinia	...	...	...	108
Egypt	...	312	...	1,202
Madagascar	...	23	...	85
Mozambique	...	35	...	9,359
Zanzibar	...	65	...	11,147
West Indies	...	...	...	175
United States	...	1,666	...	6,539
Dutch Guiana	...	...	...	40
Other Countries	...	69	...	2,055
		<b>843,519</b>		<b>167,886</b>
<b>BOOTS AND SHOES :</b>				
United Kingdom - - - Pairs	672,102	124,386	6,476	785
Aden - - - "	...	...	38,105	8,372
Ceylon - - - "	1,179	172	1,649	139
China, Hong Kong	5,799	242	719	222
Straits Settlements	21,073	1,406	5,430	1,165
Cape Colony - - - "	...	...	304	25
Mauritius - - - "	...	...	39,926	3,807
Natal - - - "	522	58	3,542	391
Australia - - - "	127	20	...	...
Austria-Hungary - - - "	18,933	2,932	124	18
France - - - "	150	17	4	12
Germany - - - "	27,485	2,099	...	...
Italy - - - "	2,094	454	...	...
Arabia - - - "	...	...	4,221	270
China, Treaty Ports	473	29	462	180
Japan - - - "	783	20	...	...
Java - - - "	...	...	234	24
Persia - - - "	...	...	2,009	366
Siam - - - "	...	...	929	152
Turkey in Asia	...	...	1,252	218
Abyssinia - - - "	...	...	3,420	187
Egypt - - - "	...	...	27,368	7,227
Madagascar - - - "	...	...	3,630	427
Zanzibar - - - "	...	...	32,205	3,882
United States - - - "	2,474	823	...	...
Other Countries - - - "	268	27	2,676	268
	<b>753,402</b>	<b>132,685</b>	<b>174,685</b>	<b>28,137</b>
<b>TOTAL, APPAREL</b>		<b>976,204</b>		<b>196,023</b>
<b>ARMS, AMMUNITION, &amp;c. (excluding military accoutrements) :</b>				
United Kingdom	...	158,667	...	7,265
Gibraltar	...	11	...	...
Malta	...	...	...	10
Aden	...	52	...	53
Ceylon	...	607	...	291
China, Hong Kong	...	17	...	139
Straits Settlements	...	143	...	177
Cape Colony	...	...	...	13
Mauritius	...	...	...	17
Australia	...	11	...	50
Belgium	...	6,704	...	...
France	...	85	...	151
Germany	...	1,798	...	100
Italy	...	29	...	285
Arabia	...	...	...	37
China, Treaty Ports	...	...	...	51
Japan	...	...	...	20
Persia	...	...	...	131
Siam	...	17	...	18
Egypt	...	51	...	...
Mozambique	...	48	...	...
Zanzibar	...	...	...	73
United States	...	501	...	12
Other Countries	...	23	...	25
		<b>168,764</b>		<b>8,918</b>

## No. 11—continued.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900  
distinguishing COUNTRIES—continued.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—continued.				
BOOKS AND PRINTED MATTER (including maps and charts):				
United Kingdom . . . . . Cwt.	18,478	144,656	1,593	16,041
Aden . . . . . "	10	50	174	746
Ceylon . . . . . "	50	328	266	2,263
China, Hong Kong . . . . . "	65	136	30	307
Straits Settlements . . . . . "	82	440	4,239	16,480
Cape Colony . . . . . "	...	...	30	221
Mauritius . . . . . "	...	...	37	308
Natal . . . . . "	...	...	21	147
Canada . . . . . "	26	139	...	...
Australia . . . . . "	6	28	22	157
Austria-Hungary . . . . . "	26	285	10	113
Belgium . . . . . "	24	118	2	14
France . . . . . "	39	271	3	33
Germany . . . . . "	178	822	29	207
Holland . . . . . "	2	11	...	...
Italy . . . . . "	14	117	17	352
Portugal . . . . . "	8	124	...	...
Russia . . . . . "	1	31	44	533
Sweden . . . . . "	2	16	...	...
Turkey in Europe . . . . . "	5	48	...	...
Arabia . . . . . "	...	...	123	787
China, Treaty Ports . . . . . "	4	36	43	336
Japan . . . . . "	2	20	5	90
Java . . . . . "	...	...	1	15
Persia . . . . . "	14	97	417	3,009
Philippine Islands . . . . . "	...	...	3	25
Siam . . . . . "	...	...	4	51
Turkey in Asia . . . . . "	8	38	17	183
Egypt . . . . . "	189	1,043	28	86
Mozambique . . . . . "	2	21	4	15
Zanzibar . . . . . "	...	...	173	976
United States . . . . . "	404	3,175	289	1,769
Other Countries . . . . . "	2	14	13	86
"	19,641	152,064	7,637	45,350
CABINET WARE AND FURNITURE:				
United Kingdom . . . . . "	...	28,269	—	17,491
Aden . . . . . "	...	95	—	857
Ceylon . . . . . "	...	1,597	—	1,466
China, Hong Kong . . . . . "	...	608	—	539
Straits Settlements . . . . . "	...	1,928	—	987
Cape Colony . . . . . "	...	...	—	32
Mauritius . . . . . "	...	...	—	155
Natal . . . . . "	...	...	—	126
Australia . . . . . "	...	...	—	340
Austria-Hungary . . . . . "	...	5,460	—	177
Belgium . . . . . "	...	756	—	12
France . . . . . "	...	459	—	429
Germany . . . . . "	...	12,046	—	516
Italy . . . . . "	...	126	—	23
Russia . . . . . "	...	394	...	...
Sweden . . . . . "	...	12	...	...
Turkey in Europe . . . . . "	...	...	—	15
Arabia . . . . . "	...	...	—	363
China, Treaty Ports . . . . . "	...	62	—	87
Japan . . . . . "	...	512	—	13
Java . . . . . "	...	...	—	20
Maldiv Islands . . . . . "	...	...	—	22
Mekran and Somman . . . . . "	...	...	—	32
Persia . . . . . "	...	...	—	729
Philippine Islands . . . . . "	...	...	—	284
Siam . . . . . "	...	...	—	28
Turkey in Asia . . . . . "	...	...	—	858
Abyssinia . . . . . "	...	...	—	28
Egypt . . . . . "	...	21	—	406
Madagascar . . . . . "	...	...	—	43
Mozambique . . . . . "	...	...	—	1,078
Zanzibar . . . . . "	...	37	—	3,394
United States . . . . . "	...	961	—	1,648
West Indies . . . . . "	...	...	—	32
Other Countries . . . . . "	...	38	—	745
—	—	53,381	—	32,975



No. 11—*continued.*QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—<i>continued.</i></b>				
<b>CARRIAGES AND CARTS (excluding Railway Carriages) AND PARTS THEREOF:</b>				
United Kingdom	—	145,869	—	4,626
Aden	—	95	—	390
Ceylon	—	1,140	—	647
China, Hong Kong	—	62	—	21
Straits Settlements	—	1,055	—	2,540
Mauritius	—	—	—	62
Natal	—	35	—	—
Australia	—	243	—	162
Austria-Hungary	—	773	—	—
Belgium	—	6,064	—	—
Denmark	—	20	—	20
France	—	690	—	148
Germany	—	4,402	—	93
Holland	—	34	—	—
Italy	—	11	—	10
Arabia	—	—	—	56
China, Treaty Ports	—	142	—	—
Japan	—	248	—	15
Persia	—	30	—	579
Siam	—	—	—	67
Turkey in Asia	—	10	—	190
Egypt	—	—	—	49
Mozambique	—	—	—	57
Zanzibar	—	—	—	954
United States	—	15,590	—	16
Other Countries	—	26	—	202
	—	176,540	—	10,904
<b>COIR, MANUFACTURES OF (excluding rope):</b>				
United Kingdom	25	55	156,873	93,500
Aden	—	—	341	207
Ceylon	4,960	2,617	1,256	1,398
China, Hong Kong	—	—	21	41
Straits Settlements	6	10	403	305
Cape Colony	—	—	260	267
Mauritius	—	—	845	464
Natal	—	—	110	103
Australia	—	—	1,870	2,487
Austria-Hungary	—	—	1,055	423
Belgium	—	—	29,024	18,160
France	—	—	29,078	15,855
Germany	—	—	106,766	70,137
Holland	—	—	7,313	4,553
Italy	—	—	7,849	4,639
Arabia	—	—	1,277	612
China, Treaty Ports	—	—	12	24
Japan	—	—	186	197
Maldiv Islands	223	100	—	—
Mekran and Sonmiani	—	—	72	42
Persia	—	—	390	210
Turkey in Asia	—	—	683	355
Egypt	—	—	30	14
Mozambique	—	—	31	28
Zanzibar	—	—	269	202
United States	—	—	12,030	7,322
Other Countries	10	4	8	6
	5,224	2,786	358,052	221,551
<b>EARTHENWARE AND PORCELAIN (excluding Earthenware Piping):</b>				
United Kingdom	—	75,617	—	3,838
Gibraltar	—	10	—	—
Malta	—	16	—	—
Aden	—	29	—	419
Ceylon	—	310	—	1,038
China, Hong Kong	—	1,328	—	—
Straits Settlements	—	6,979	—	283
Mauritius	—	—	—	549
Natal	—	—	—	70
Australia	—	45	—	72
Austria-Hungary	—	559	—	39
Belgium	—	31,975	—	—
France	—	3,726	—	—

No. 11—*continued.*QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED— <i>continued.</i>				
EARTHENWARE, AND PORCELAIN (excluding Earthenware Piping)— <i>continued.</i>				
Germany - - - - -	...	6,829	...	48
Holland - - - - -	...	1,265	...	...
Italy - - - - -	...	803	...	...
Russia - - - - -	...	56	...	...
Arabia - - - - -	...	...	...	1,196
China, Treaty Ports - - - - -	...	150	...	105
Japan - - - - -	...	2,763	...	...
Persia - - - - -	...	21	...	5,569
Siam - - - - -	...	...	...	14
Turkey in Asia - - - - -	...	...	...	1,202
Madagascar - - - - -	...	...	...	47
Mozambique - - - - -	...	...	...	769
Zanzibar - - - - -	...	...	...	509
United States - - - - -	...	184	...	286
Other Countries - - - - -	...	26	...	108
	—	132,691	—	16,141
GLASS AND GLASSWARE:				
United Kingdom - - - - -	—	112,587	—	1,967
Aden - - - - -	—	110	—	1,492
Ceylon - - - - -	—	694	—	2,957
China, Hong Kong - - - - -	—	10,005	—	720
Straits Settlements - - - - -	—	11,833	—	1,177
Cape Colony - - - - -	...	...	...	28
Mauritius - - - - -	...	...	...	1,048
Natal - - - - -	...	38	...	110
Australia - - - - -	...	13	...	19
Austria-Hungary - - - - -	...	150,320	...	79
Belgium - - - - -	...	86,574	...	...
France - - - - -	...	21,631	...	11
Germany - - - - -	...	55,150	...	84
Holland - - - - -	...	672	...	17
Italy - - - - -	...	29,942	...	...
Arabia - - - - -	...	25	...	1,132
China, Treaty Ports - - - - -	...	20,734	...	...
Japan - - - - -	...	9,289	...	19
Mekran and Sonmiani - - - - -	...	14	...	12
Persia - - - - -	...	...	...	9,759
Siam - - - - -	...	...	...	25
Turkey in Asia - - - - -	...	...	...	4,012
Abyssinia - - - - -	...	...	...	32
Egypt - - - - -	...	...	...	108
Madagascar - - - - -	...	...	...	130
Mozambique - - - - -	...	...	...	1,294
Zanzibar - - - - -	...	137	...	2,104
United States - - - - -	...	1,322	...	24
Other Countries - - - - -	...	11	...	990
	—	511,101	—	29,350
HIDES AND SKINS:				
United Kingdom - - - - - Cwt.	1,377	34,726	271,952	1,920,512
Aden - - - - -	...	...	93	342
Ceylon - - - - -	712	2,718	236	1,672
China, Hong Kong - - - - -	20	70	51	349
Straits Settlements - - - - -	115	340	2,802	21,069
Mauritius - - - - -	...	...	33	167
Natal - - - - -	...	...	8	60
Australia - - - - -	1	20	3	81
Austria-Hungary - - - - -	5	84	1,030	19,790
Belgium - - - - -	31	707	18	131
France - - - - -	6	85	1,425	10,806
Germany - - - - -	23	610	974	10,900
Italy - - - - -	7	158	...	...
Arabia - - - - -	...	...	9	40
Japan - - - - -	...	...	2,328	17,557
Persia - - - - -	22	84	49	281
Turkey in Asia - - - - -	...	...	77	292
Egypt - - - - -	...	...	358	1,432
Zanzibar - - - - -	3	12	85	360
United States - - - - -	12	119	40,868	377,197
Other Countries - - - - -	1	9	...	...
	2,335	39,742	323,299	2,383,038

No. 11—*continued.*QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED— <i>continued.</i>				
INSTRUMENTS, APPARATUS, AND APPLIANCES, AND PARTS THEREOF:				
United Kingdom	—	208,527	—	7,635
Gibraltar	—	30	...	...
Malta	—	31	...	...
Aden	—	86	—	196
Ceylon	—	929	—	673
China, Hong Kong	—	62	—	64
Straits Settlements	—	573	—	3,156
Mauritius	—	...	—	149
Natal	—	...	—	63
Canada	—	93	—	...
Australia	—	...	—	85
Austria-Hungary	—	7,598	—	67
Belgium	—	2,612	—	53
France	—	7,151	—	28
Germany	—	16,938	—	171
Italy	—	629	—	13
Arabia	—	33	—	90
China, Treaty Ports	—	40	—	265
Japan	—	170	...	...
Java	—	11	...	...
Persia	—	...	—	483
Siam	—	...	—	458
Turkey in Asia	—	...	—	100
Egypt	—	...	—	32
Mozambique	—	...	—	30
Philippine Islands	—	...	—	10
Zanzibar	—	128	—	423
United States	—	14,227	—	56
Other Countries	—	37	—	31
	—	259,905	—	14,331
JEWELLERY AND PLATE:				
United Kingdom	—	78,194	—	26,071
Gibraltar	—	150	...	...
Aden	—	64	—	342
Ceylon	—	2,910	—	970
China, Hong Kong	—	5,665	—	575
Straits Settlements	—	4,005	—	5,855
Mauritius	—	...	—	63
Natal	—	328	—	176
British Guiana	—	...	—	33
Australia	—	299	—	34
Austria-Hungary	—	8,358	—	684
Belgium	—	254	—	187
France	—	9,711	—	18
Germany	—	2,903	—	204
Holland	—	25	...	...
Italy	—	354	—	1,682
Russia	—	28	...	...
Arabia	—	70	—	657
China, Treaty Ports	—	668	...	...
Cochin-China	—	...	—	37
Japan	—	159	...	...
Maldivo Islands	—	...	—	67
Mekran and Sonmiani	—	25	—	...
Persia	—	54	—	507
Philippine Islands	—	...	—	184
Siam	—	11	—	2,350
Sumatra	—	...	—	27
Turkey in Asia	—	27	—	81
Abyssinia	—	...	—	23
Egypt	—	...	—	4,769
Mozambique	—	...	—	412
Zanzibar	—	2,304	—	2,762
United States	—	180	—	345
Other Countries	—	25	—	432
	—	116,769	—	49,547

No. 11—*continued.*QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—*continued.*

ARTICLES AND COUNTRIES	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
<b>VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—<i>continued.</i></b>				
LAC (excluding stick lac and lac-dye) :				
United Kingdom - - - - Cwt.	16	47	88,839	282,965
China, Hong Kong - - - - "	...	...	1,085	4,539
Straits Settlements - - - - "	238	79	523	1,616
Australia - - - - "	...	...	1,278	3,870
Austria-Hungary - - - - "	...	...	5,860	18,264
Belgium - - - - "	...	...	830	2,653
France - - - - "	...	...	10,946	33,695
Germany - - - - "	...	...	34,537	109,600
Holland - - - - "	...	...	9,515	29,591
Italy - - - - "	...	...	1,662	4,889
Turkey in Europe - - - - "	...	...	6	17
Arabia - - - - "	...	...	6	19
China, Treaty Ports - - - - "	...	...	28	99
Japan - - - - "	...	...	498	1,539
Maldiv Islands - - - - "	...	...	2	19
Turkey in Asia - - - - "	...	...	39	136
United States - - - - "	...	...	79,898	256,350
Other Countries - - - - "	2	5	4	16
	256	131	235,562	749,877
MATCHES :				
United Kingdom - - - - -	—	12,786	—	130
Aden - - - - -	—	125	—	40
Ceylon - - - - -	—	2,197	—	119
China, Hong Kong - - - - -	—	4,772	...	...
Straits Settlements - - - - -	—	53,750	...	101
Mauritius - - - - -	...	...	...	152
Austria-Hungary - - - - -	—	1,072	...	...
Belgium - - - - -	—	32,116	...	...
Denmark - - - - -	—	37	...	...
Germany - - - - -	—	29,043	...	...
Norway - - - - -	—	17,338	...	...
Sweden - - - - -	—	23,096	...	...
Arabia - - - - -	—	...	...	1,204
Japan - - - - -	—	55,359	...	...
Mekran and Sonmiani - - - - -	...	...	...	42
Persia - - - - -	...	...	...	2,235
Turkey in Asia - - - - -	...	...	...	294
Egypt - - - - -	...	40	...	...
Mozambique - - - - -	...	...	...	422
Zanzibar - - - - -	...	...	...	40
Other Countries - - - - -	...	...	...	118
	—	231,729	—	4,897
PAINTS AND COLOURS (including painters' materials) :				
United Kingdom - - - - -	—	177,148	—	7,503
Aden - - - - -	—	28	—	632
Ceylon - - - - -	—	411	—	211
China, Hong Kong - - - - -	—	14,434	...	...
Straits Settlements - - - - -	—	1,988	...	87
Mauritius - - - - -	...	...	...	107
Australia - - - - -	—	16	...	...
Austria-Hungary - - - - -	—	1,031	...	...
Belgium - - - - -	—	15,612	...	527
France - - - - -	—	1,034	...	...
Germany - - - - -	—	11,987	...	549
Holland - - - - -	—	13	...	...
Italy - - - - -	—	967	...	...
Russia - - - - -	—	17	...	...
Arabia - - - - -	—	412	...	207
Japan - - - - -	—	76	...	...
Persia - - - - -	—	718	...	809
Turkey in Asia - - - - -	—	11	...	551
Egypt - - - - -	—	40	...	33
Mozambique - - - - -	...	...	...	297
Zanzibar - - - - -	...	...	...	235
United States - - - - -	—	5,482	...	...
Other Countries - - - - -	—	9	...	54
	—	231,434	—	11,802

## No. 11—concluded.

QUANTITY and VALUE of IMPORTS and EXPORTS of PRINCIPAL ARTICLES in 1899-1900,  
distinguishing COUNTRIES—concluded.

ARTICLES AND COUNTRIES.	IMPORTS.		EXPORTS.	
	Quantity.	Value.	Quantity.	Value.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—continued.				
STATIONERY (including paper and pasteboard) :				
United Kingdom	—	300,555	—	807
Aden	...	...	...	679
Ceylon	...	475	...	3,175
China, Hong Kong	...	1,294	...	388
Straits Settlements	...	5,453	...	3,385
Mauritius	...	...	...	299
Natal	...	...	...	41
Australia	...	24	...	...
Austria-Hungary	...	84,665	...	...
Belgium	...	30,761	...	...
France	...	1,375	...	753
Germany	...	28,857	...	26
Holland	...	1,437	...	...
Italy	...	3,596	...	...
Norway	...	437	...	...
Sweden	...	1,202	...	...
Arabia	...	...	...	366
China, Treaty Ports	...	1,197	...	19
Japan	...	733	...	...
Persia	...	1,163	...	2,817
Maldiv Islands	...	...	...	13
Siam	...	...	...	107
Turkey in Asia	...	23	...	622
Abyssinia	...	...	...	10
Egypt	...	90	...	16
Madagascar	...	...	...	27
Mozambique	...	...	...	310
Zanzibar	...	13	...	2,297
United States	...	6,690	...	53
West Indies	...	...	...	1,400
Other Countries	...	17	...	...
	—	470,057	—	17,610
UMBRELLAS :				
United Kingdom	No.	2,588,272	166,841	...
Aden	"	...	...	1,714
Ceylon	"	9,942	1,073	805
China, Hong Kong	"	142,425	4,296	91
Straits Settlements	"	285,360	3,955	2,776
Cape Colony	"	...	...	456
Mauritius	"	...	...	5,748
Natal	"	240	20	4,428
Austria-Hungary	"	3,385	361	...
France	"	10,184	1,413	...
Germany	"	2,019	201	...
Arabia	"	212	15	841
China, Treaty Ports	"	612	46	...
Japan	"	56,557	3,732	...
Persia	"	...	...	1,235
Siam	"	...	...	1,554
Turkey in Asia	"	...	...	1,509
Abyssinia	"	...	...	540
Mozambique	"	...	...	6,072
Zanzibar	"	...	...	28,999
United States	"	509	63	...
Other Countries	"	49	4	2,567
		3,099,766	182,020	59,335
OTHER SORTS				
		—	—	404,180
TOTAL, ARTICLES MANUFACTURED AND PARTLY MANUFACTURED				
		—	—	15,105,900
GRAND TOTAL				
		—	—	72,650,792

## QUANTITY and VALUE of IMPORTS of GOVERNMENT STORES into BRITISH INDIA.

ARTICLES.	1895-6.		1896-7.		1897-8.		1898-9.		1899-1900	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
<b>APPAREL</b> (including boots and shoes, uniforms, &c., but excluding hosiery):		<i>Rupces.</i>		<i>Rupces.</i>		<i>Rupces.</i>		<i>Rupces.</i>		£
United Kingdom	—	330,120	—	408,590	—	648,220	—	415,940	—	19,990
Other Countries	—	2,490	—	—	—	540	—	3,070	—	99
	—	332,610	—	408,590	—	648,760	—	419,010	—	20,089
<b>ARMS, AMMUNITION, AND MILITARY STORES:</b>										
United Kingdom	—	1,751,490	—	1,259,900	—	2,285,780	—	3,073,840	—	59,975
Other Countries	—	46,480	—	35,870	—	11,060	—	120	—	5,731
	—	1,797,970	—	1,295,770	—	2,296,840	—	3,073,960	—	65,706
<b>BOOKS AND PRINTED MATTER</b> (including maps, charts, &c.):										
United Kingdom	—	1,142,900	—	1,454,530	—	747,550	—	1,007,820	—	72,614
Other Countries	—	1,640	—	1,570	—	470	—	900	—	28
	—	1,144,540	—	1,466,100	—	748,020	—	1,008,720	—	72,642
<b>BUILDING AND ENGINEERING MATERIALS:</b>										
United Kingdom	—	250,890	—	133,200	—	262,620	—	268,080	—	16,882
Other Countries	—	—	—	160	—	300	—	1,030	—	184
	—	250,890	—	133,360	—	262,920	—	269,110	—	17,066
<b>CARRIAGES, CARTS, &amp;c.</b> (excluding railway carriages), AND PARTS THEREOF:										
United Kingdom	—	6,780	—	11,030	—	136,610	—	18,070	—	36
Other Countries	—	—	—	—	—	—	—	1,000	—	—
	—	6,780	—	11,030	—	136,610	—	19,070	—	36
<b>CHEMICALS:</b>										
United Kingdom	—	109,810	—	239,390	—	208,680	—	191,070	—	10,157
Other Countries	—	—	—	100	—	—	—	680	—	—
	—	109,810	—	239,490	—	208,680	—	191,750	—	10,157
<b>COAL</b> (including coke and patent fuel):	Tons.		Tons.		Tons.		Tons.		Tons.	
United Kingdom	25,093	445,560	25,006	503,900	14,066	301,320	20,295	396,320	57,816	76,654
Other Countries	25	590	15	270	—	—	50	670	998	1,063
	25,118	446,150	25,021	504,170	14,066	301,320	20,345	396,990	58,814	77,717
<b>COTTON:</b>										
Twist and Yarn:	Lbs.		Lbs.		Lbs.		Lbs.		Lbs.	
United Kingdom	39,080	37,320	4,182	6,380	615	450	3,718	7,380	6,757	817
Manufactures:										
Piece Goods:	Yds.		Yds.		Yds.		Yds.		Yds.	
United Kingdom	1,130,938	501,180	1,271,013	583,490	1,031,167	419,380	560,279	218,020	959,823	21,516
Other sorts:										
United Kingdom	—	12,650	—	48,580	—	25,150	—	30,040	—	3,469
	—	551,150	—	638,450	—	444,980	—	255,440	—	25,802
<b>DRUGS, MEDICINES, AND NARCOTICS:</b>										
United Kingdom	—	175,780	—	190,420	—	127,050	—	135,430	—	20,483
Other Countries	—	50	—	—	—	—	—	—	—	104
	—	175,830	—	190,420	—	127,050	—	135,430	—	20,587

## No. 12—continued.

## QUANTITY and VALUE of IMPORTS of GOVERNMENT STORES into BRITISH INDIA—continued.

ARTICLES.	1895-6.		1896-7.		1897-8.		1898-9.		1899-1900.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
<b>EARTHENWARE AND PORCELAIN :</b>		<i>Rupees.</i>		<i>Rupees.</i>		<i>Rupees.</i>		<i>Rupees.</i>		£
United Kingdom -	—	22,240	—	47,030	—	17,190	—	84,550	—	6,097
<b>FLAX :</b>										
Twist and Yarn :	Lbs.		Lbs.		Lbs.		Lbs.		Lbs.	
United Kingdom -	9,626	7,200	144,240	9,360	3,530	2,760	9,817	7,780	6,201	277
Manufactures :										
United Kingdom {	—	153,900	—	174,590	—	127,080	—	170,350	—	10,249
	—	29,340	—	15,510	—	8,880	—	—	—	15
	—	190,440	—	190,460	—	138,720	—	178,130	—	10,541
<b>GLASS AND GLASSWARE :</b>										
United Kingdom -	—	139,180	—	185,360	—	134,870	—	143,540	—	8,883
Other Countries -	—	—	—	90	—	—	—	160	—	36
	—	139,180	—	185,450	—	134,870	—	143,700	—	8,919
<b>HARDWARE AND CUTLERY :</b>										
United Kingdom -	—	1,016,030	—	2,249,800	—	1,760,400	—	1,383,510	—	107,892
Other Countries -	—	2,450	—	1,950	—	9,190	—	—	—	38
	—	1,018,480	—	2,251,750	—	1,769,590	—	1,383,510	—	107,930
<b>INSTRUMENTS AND APPARATUS :</b>										
Musical :										
United Kingdom -	—	5,020	—	3,450	—	4,620	—	840	—	468
Other Countries -	—	—	—	1,340	—	70	—	—	—	27
Scientific, &c. :										
United Kingdom -	—	326,630	—	493,380	—	599,420	—	318,590	—	26,002
Other Countries -	—	1,990	—	14,290	—	5,020	—	5,940	—	1,083
	—	333,630	—	512,460	—	609,130	—	325,370	—	27,580
<b>LEATHER :</b>										
United Kingdom -	—	50,210	—	37,820	—	21,230	—	86,640	—	4,340
<b>LIQUORS :</b>										
Spirits :	Gals.		Gals.		Gals.		Gals.		Gals.	
United Kingdom -	4,532	5,040	8,925	14,760	5,612	7,700	3,505	4,750	964	100
Other Countries -	—	—	70	130	—	—	—	—	—	—
Wines and Li- queurs :										
United Kingdom -	—	—	—	—	230	460	280	2,190	433	43
Total Liquors -	4,532	5,040	8,995	14,890	5,842	8,160	3,785	6,940	1,397	143
<b>MACHINERY AND MILL- WORK :</b>										
United Kingdom -	—	830,300	—	711,250	—	724,990	—	742,210	—	124,057
Other Countries -	—	5,350	—	5,220	—	—	—	120	—	6,095
	—	835,650	—	716,470	—	724,990	—	742,330	—	130,152
<b>METALS :</b>										
United Kingdom -	Cwt.		Cwt.		Cwt.		Cwt.		Cwt.	
Other Countries -	606,301	3,912,390	819,810	5,266,360	857,861	4,637,470	395,225	3,764,870	626,225	343,544
	5,310	218,360	10	70	2,452	88,300	4,163	193,340	63,887	63,908
	611,611	4,130,750	819,820	5,266,430	860,313	4,725,770	399,388	3,958,210	690,112	407,452

## No. 12—concluded.

## QUANTITY and VALUE of IMPORTS of GOVERNMENT STORES into BRITISH INDIA—concluded.

ARTICLES.	1896-6.		1896-7.		1897-8.		1898-9.		1899-1900.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
<b>PAPER AND PASTE-BOARD :</b>		<i>Rupees.</i>		<i>Rupees.</i>		<i>Rupees.</i>		<i>Rupees.</i>		<i>£</i>
United Kingdom	—	236,120	—	223,390	—	337,830	—	199,920	—	17,264
Other Countries	—	—	—	10	—	—	—	850	—	—
	—	236,120	—	223,390	—	337,830	—	200,770	—	17,264
<b>PRINTING AND LITHOGRAPHING MATERIALS :</b>										
United Kingdom	—	75,400	—	115,830	—	119,720	—	98,300	—	6,475
Other Countries	—	500	—	—	—	—	—	530	—	58
	—	75,900	—	115,830	—	119,720	—	98,830	—	6,533
<b>RAILWAY PLANT AND ROLLING STOCK :</b>										
Locomotives and Carriages, &c. :										
United Kingdom	—	8,034,530	—	7,014,530	—	9,573,790	—	11,206,390	—	1,036,424
Other Countries	—	—	—	—	—	8,550	—	169,890	—	86,472
Materials for Construction :										
United Kingdom	—	12,160,410	—	17,007,080	—	16,164,850	—	8,961,080	—	514,643
Other Countries	—	400	—	105,870	—	149,980	—	173,140	—	46,679
	—	20,195,340	—	24,127,480	—	25,897,170	—	20,510,500	—	1,684,218
<b>STATIONERY (excluding paper) :</b>										
United Kingdom	—	525,230	—	383,910	—	361,110	—	249,870	—	24,528
Other Countries	—	3,230	—	9,380	—	890	—	2,190	—	227
	—	528,460	—	393,290	—	362,000	—	252,060	—	24,755
<b>TELEGRAPH MATERIALS :</b>										
United Kingdom	—	324,420	—	410,980	—	413,750	—	710,420	—	66,494
Other Countries	—	3,170	—	3,720	—	2,010	—	600	—	95
	—	327,590	—	414,700	—	415,760	—	711,020	—	66,589
<b>WOOL, MANUFACTURES OF :</b>										
Piece Goods :	Yds.		Yds.		Yds.		Yds.		Yds.	
United Kingdom	741,242	1,361,780	740,774	1,478,620	623,960	1,020,890	760,577	981,290	649,168	61,828
Other Countries	295	400	—	—	—	—	—	—	—	—
Other sorts :	Lbs.		Lbs.		Lbs.		Lbs.		Lbs.	
United Kingdom	46,308	32,620	28,000	45,190	54,494	28,490	22,055	13,910	39,426	1,044
	—	1,394,800	—	1,523,810	—	1,049,380	—	995,200	—	62,872
<b>ALL OTHER ARTICLES (mainly manufactured) :</b>										
United Kingdom	—	1,792,290	—	2,246,640	—	2,047,450	—	1,712,980	—	167,990
Other Countries	—	111,730	—	71,180	—	249,130	—	51,650	—	18,568
	—	1,904,020	—	2,317,800	—	2,296,580	—	1,764,630	—	186,558
<b>TOTAL IMPORTS OF GOVERNMENT STORES :</b>										
United Kingdom	—	35,804,760	—	42,984,240	—	43,279,260	—	36,605,990	—	2,831,250
Other Countries	—	398,820	—	251,200	—	524,460	—	605,880	—	230,495
Total	—	36,203,580	—	43,235,440	—	43,803,720	—	37,211,870	—	3,061,745



QUANTITY and VALUE of EXPORTS of GOVERNMENT STORES (distinguishing by italics Foreign Merchandise) from BRITISH INDIA.

ARTICLES.	1895-6.		1896-7.		1897-8.		1898-9.		1899-1900.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
APPAREL :		<i>Rupees.</i>		<i>Rupees.</i>		<i>Rupees.</i>		<i>Rupees.</i>		£
United Kingdom	—	7,650	—	520	—	410	—	2,390	—	1,098
	—	3,800	—	190,580	—	860	—	3,030	—	366
Other Countries	—	55,820	—	42,560	—	39,270	—	21,910	—	16,061
	—	18,690	—	2,230	—	18,860	—	15,320	—	713
ARMS AND AMMUNITION :										
United Kingdom	—	580	—	1,870	—	140	—	5,680	—	482
	—	30,170	—	920	—	14,230	—	10,700	—	3,512
Other Countries	—	64,510	—	81,990	—	440	—	8,310	—	3,612
	—	49,210 20	—	26,230	—	24,900	—	56,730	—	15,385
BOOKS AND PRINTED MATTER (including Maps and Charts) :										
United Kingdom	—	204,700	—	42,060	—	40,930	—	52,990	—	1,956
	—	20	—	300	—	—	—	1,520	—	131
Other Countries	—	1,420	—	4,620	—	2,030	—	5,180	—	234
	—	40	—	100	—	—	—	—	—	2
CHEMICALS, DRUGS, MEDICINES, AND NARCOTICS :										
United Kingdom	—	—	—	360	—	150	—	24,110	—	1,096
	—	600	—	—	—	100	—	4,110	—	284
Other Countries	—	310	—	230	—	—	—	2,520	—	29
	—	7,570	—	12,510	—	7,680	—	15,110	—	1,007
METALS :										
United Kingdom	—	—	—	110	—	—	—	—	—	—
	—	—	—	—	—	12,480	—	44,300	—	663
Other Countries	—	140,500	—	1,010	—	46,860	—	31,380	—	3,336
	—	2,480	—	480	—	360,060	—	160	—	1,034
TELEGRAPH MATERIALS :										
United Kingdom	—	11,100	—	850	—	3,910	—	2,530	—	598
Other Countries	—	150	—	—	—	600	—	960	—	—
	—	48,870	—	31,390	—	33,830	—	31,800	—	1,166
WOOL, MANUFACTURES OF :										
United Kingdom	—	—	—	—	—	—	—	13,000	—	—
	—	14,590	—	—	—	128,260	—	2,630	—	—
Other Countries	—	100	—	—	—	6,520	—	10	—	8
	—	1,660	—	14,300	—	1,230	—	290	—	61
ALL OTHER ARTICLES (mainly Manufactured) :										
United Kingdom	—	29,140	—	33,760	—	39,380	—	62,270	—	1,890
	—	8,510	—	5,360	—	17,170	—	24,150	—	3,871
Other Countries	—	161,910	—	181,230	—	136,460	—	294,370	—	10,602
	—	36,110	—	22,420	—	13,260	—	45,060	—	2,219
TOTAL EXPORTS OF GOVERNMENT STORES :										
United Kingdom	—	126,630	—	276,700	—	263,010	—	252,310	—	15,955
Other Countries	—	589,350	—	421,290	—	692,070	—	530,210	—	55,469
Total	—	715,980	—	697,990	—	955,080	—	782,520	—	71,424

## No. 14.

## TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>UNITED KINGDOM.</b>					
Imports therefrom :					
Apparel (including Boots and Shoes) - - -	—	—	—	—	—
Arms, Ammunition, &c. - - - - -	—	—	—	—	—
Books and Printed Matter - - - Cwt.	10,893	13,213	12,099	13,676	18,478
Building and Engineering Materials - - -	—	—	—	—	—
Carriages and Carts - - - - -	—	—	—	—	—
Chemicals - - - - -	—	—	—	—	—
Coal and Coke - - - - - Tons	734,336	397,092	230,887	306,499	317,453
Cotton :					
Twist and Yarns - - - - - Lbs.	44,736,865	48,697,951	56,508,070	43,269,479	40,799,360
Piece Goods - - - - - Yds.	1,702,191,985	1,980,513,103	1,835,788,123	2,045,887,512	2,166,388,709
Other Manufactures . - - - - -	—	—	—	—	—
Drugs and Medicines - - - - -	—	—	—	—	—
Earthenware and Porcelain - - - - -	—	—	—	—	—
Flax Manufactures - - - - -	—	—	—	—	—
Glass and Glassware - - - - -	—	—	—	—	—
Hardware and Cutlery - - - - -	—	—	—	—	—
Instruments, Apparatus and Appliances - - -	—	—	—	—	—
Ivory, and Manufactures of - - - - -	—	—	—	—	—
Leather, Saddlery and Harness, &c. - - -	—	—	—	—	—
Liquors : Ale, &c. - - - - - Gals.	2,807,999	2,736,941	2,664,933	3,045,141	3,013,323
Spirits - - - - - "	658,574	632,783	622,991	677,202	675,838
Wines - - - - - "	196,745	179,816	168,917	167,443	156,482
Machinery and Millwork - - - - -	—	—	—	—	—
Metals : Copper - - - - - Cwt.	355,580	143,272	235,467	196,531	72,644
Iron - - - - - "	2,479,453	2,417,646	2,723,997	2,085,049	2,112,648
Lead - - - - - "	101,467	106,671	101,512	84,199	85,379
Steel - - - - - "	710,581	713,661	810,358	765,086	784,302
Other - - - - - "	83,381	40,528	59,284	76,260	73,332
Oils : Mineral - - - - - Gals.	2,263,070	2,530,563	2,344,277	2,180,679	1,440,698
Paints, Colours, &c. - - - - -	—	—	—	—	—
Paper, Pasteboard, &c. - - - - -	—	—	—	—	—
Provisions - - - - -	—	—	—	—	—
Railway Plant and Rolling Stock - - -	—	—	—	—	—
Salt - - - - - Tons	262,528	193,084	299,443	261,391	246,446
Silk Manufactures - - - - -	—	—	—	—	—
Soap - - - - - Cwt.	60,567	52,618	60,096	78,247	94,455
Stationery - - - - -	—	—	—	—	—
Tobacco - - - - - Lbs.	1,066,684	1,026,360	1,280,999	1,257,703	1,391,796
Umbrellas - - - - - No.	2,869,269	2,631,731	2,890,283	2,236,976	2,588,272
Woollen Manufactures - - - - -	—	—	—	—	—
Other Articles - - - - -	—	—	—	—	—

## No. 15.

## TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES ; VALUES.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
UNITED KINGDOM.	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	£
Imports therefrom :					
Apparel (including Boots and Shoes) - - -	8,892,480	8,710,330	7,798,960	8,244,600	561,950
Arms, Ammunition, &c. - - - - -	2,817,340	2,524,290	2,515,520	2,777,210	158,667
Books and Printed Matter - - - - -	2,190,150	2,265,520	1,909,650	2,048,870	144,656
Building and Engineering Materials - - -	1,479,750	1,226,360	1,451,080	1,546,420	99,730
Carriages and Carts - - - - -	997,340	2,121,550	2,613,150	2,559,050	145,869
Chemicals - - - - -	4,024,130	3,389,020	3,989,910	3,684,820	250,883
Coal and Coke - - - - -	13,568,950	8,215,770	4,883,820	6,070,310	432,016
Cotton :					
Twist and Yarn - - - - -	28,584,210	32,290,340	33,852,240	24,272,310	1,563,579
Piece Goods - - - - -	218,451,180	253,492,040	217,450,780	233,576,260	16,880,865
Other Manufactures - - - - -	4,972,540	4,653,780	4,023,980	4,646,220	395,084
Drugs and Medicines - - - - -	2,929,780	2,725,230	2,844,080	2,712,960	183,293
Earthenware and Porcelain - - - - -	1,493,110	1,380,570	1,261,800	1,121,540	75,617
Flax Manufactures - - - - -	1,599,980	1,471,270	1,518,660	1,305,880	91,966
Glass and Glassware - - - - -	1,841,640	1,715,990	1,687,950	1,616,140	112,588
Hardware and Cutlery - - - - -	11,673,150	12,127,380	11,583,710	11,080,780	789,491
Instruments, Apparatus, and Appliances - -	2,635,350	2,653,150	2,586,020	2,847,190	206,527
Ivory, and Manufactures of - - - - -	1,418,890	830,390	987,670	1,228,960	36,467
Leather, Saddlery, and Harness, &c. - - -	2,124,670	1,906,810	1,771,410	1,846,450	118,661
Liquors : Ale, &c. - - - - -	4,103,560	3,969,350	4,136,650	4,302,020	268,852
Spirits - - - - -	5,749,970	5,602,540	5,322,190	5,508,570	360,696
Wines - - - - -	2,465,180	2,168,280	1,868,650	1,900,540	115,033
Machinery and Millwork - - - - -	31,878,170	34,667,460	28,172,210	30,136,730	1,646,862
Metals : Copper - - - - -	15,246,760	6,143,890	9,975,420	8,333,000	254,602
Iron - - - - -	19,488,390	19,160,550	21,424,600	16,079,820	1,237,788
Lead - - - - -	1,507,670	1,494,970	1,402,700	1,167,060	88,238
Steel - - - - -	4,959,550	5,088,450	5,700,920	5,311,000	399,359
Other - - - - -	1,899,430	1,259,580	1,725,290	2,015,440	149,568
Oils : Mineral - - - - -	1,340,120	1,470,440	1,391,420	1,258,120	64,573
Paints, Colours, &c. - - - - -	2,900,610	2,516,290	2,554,990	2,474,580	177,148
Paper, Pasteboard, &c. - - - - -	1,798,530	1,617,070	1,648,160	2,019,280	152,656
Provisions - - - - -	7,176,560	6,756,200	6,842,130	6,579,640	435,322
Railway Plant and Rolling Stock - - -	15,043,800	25,485,070	2,727,112	27,872,380	1,801,858
Salt - - - - -	4,337,240	3,934,630	5,681,450	4,307,350	252,008
Silk Manufactures - - - - -	5,600,190	3,191,850	2,647,030	2,873,830	146,776
Soap - - - - -	1,172,200	1,070,060	1,166,260	1,198,040	96,813
Stationery - - - - -	2,676,880	2,720,350	2,230,920	2,265,150	147,901
Tobacco - - - - -	1,412,820	1,373,000	1,591,940	1,434,000	101,190
Umbrellas - - - - -	2,898,900	2,552,140	2,963,690	2,181,450	166,841
Woollen Manufactures - - - - -	9,396,440	11,184,600	8,305,840	10,642,480	772,223
Other Articles - - - - -	16,867,230	15,639,780	15,794,690	17,275,150	1,416,011
TOTAL - - -	471,614,840	502,966,340	464,548,660	470,321,600	32,502,127

No. 14—*continued.*TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES: QUANTITIES—*continued.*

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
UNITED KINGDOM.					
Exports of Foreign Merchandise :					
Apparel (including Boots and Shoes) - - -	—	—	—	—	—
Wool, Raw - - - - - Lbs.	16,000,896	13,011,377	14,069,037	10,613,696	9,759,834
Other Articles - - - - -	—	—	—	—	—
Exports of Indian Produce, &c. :					
Chemicals : Saltpetre - - - - Cwt.	117,028	246,338	170,597	113,819	103,621
Coffee - - - - - „	137,236	105,722	114,048	155,290	157,500
Coir - - - - - „	220,504	154,501	186,482	198,700	201,277
Cotton, Raw - - - - - „	643,594	379,459	206,062	216,777	132,590
Dyeing and Tanning Materials :					
Cutch - - - - - „	118,953	78,047	72,674	42,919	88,880
Indigo - - - - - „	66,215	62,669	28,376	30,973	23,825
Myrabolams - - - - - „	609,445	551,409	361,320	496,416	561,572
Fodder, Bran, and Cattle-Food - - „	—	—	—	—	—
Hemp, Raw - - - - - „	117,946	111,241	119,804	122,077	119,936
Hides and Skins :					
Raw - - - - - „	122,277	89,589	95,930	86,812	200,612
Dressed or Tanned - - - - - „	290,428	281,011	314,047	249,510	271,942
Horns - - - - - „	37,026	32,729	33,954	36,884	45,660
Jute :					
Raw - - - - - „	7,334,059	6,749,066	8,125,174	4,968,254	4,505,652
Gunny Bags - - - - - No.	23,887,650	27,885,314	39,370,445	38,488,995	32,101,430
„ Cloth - - - - - Yards	16,956,926	23,826,381	18,676,281	20,414,900	29,242,100
Lac - - - - - Cwt.	111,214	115,747	104,695	71,067	90,806
Manures - - - - - Tons	45,838	37,610	34,813	33,999	47,888
Oils - - - - -	—	—	—	—	—
Provisions - - - - -	—	—	—	—	—
Rice - - - - - Cwt.	5,311,346	3,838,911	2,615,303	5,069,371	3,910,080
Seeds :					
Castor - - - - - „	166,575	117,542	270,323	431,940	257,873
Linseed - - - - - „	2,390,230	1,994,181	2,184,522	3,601,664	2,735,250
Rape - - - - - „	146,949	83,684	265,391	303,511	249,507
Silk, Raw - - - - - Lbs.	521,705	461,809	788,837	570,211	797,060
Spices - - - - - „	5,983,367	7,071,495	5,770,644	8,122,166	6,052,568
Sugar - - - - - Cwt.	977,788	1,056,988	447,143	253,700	528,139
Tea - - - - - Lbs.	123,947,369	135,456,884	137,655,857	139,245,995	154,161,492
Wheat - - - - - Cwt.	6,035,430	1,502,623	1,683,543	9,336,707	5,297,767
Wood (mainly Teak) - - - - Cubic Tons	41,252	46,765	49,660	50,761	56,170
Wool, Raw - - - - - Lbs.	30,132,686	27,993,789	30,407,644	27,322,575	31,404,158
Woollen Manufactures - - - - -	—	—	—	—	—
Other Articles - - - - -	—	—	—	—	—

## No. 15—continued.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—continued.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
UNITED KINGDOM.	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	£
Exports of Foreign Merchandise :					
Apparel (including Boots and Shoes) - - -	704,670	881,840	783,690	825,260	51,805
Wool, Raw - - - - -	7,608,190	6,080,030	6,440,850	4,701,460	296,828
Other Articles - - - - -	3,105,170	2,746,740	2,915,040	2,948,140	204,670
TOTAL - - -	11,418,030	9,708,610	10,139,580	8,474,860	553,303
Exports of Indian Produce, &c. :					
Chemicals, Saltpetre - - - - -	1,448,450	2,625,390	1,560,830	1,035,790	64,282
Coffee - - - - -	10,598,540	8,333,700	8,353,540	11,362,540	634,348
Coir - - - - -	2,045,360	1,403,430	1,669,840	1,788,270	117,797
Cotton, Raw - - - - -	15,648,950	8,878,590	4,235,450	4,118,840	139,815
Dyeing and Tanning Materials :					
Cutch - - - - -	2,587,330	1,530,530	1,410,700	893,100	116,321
Indigo - - - - -	18,670,930	16,540,750	6,532,740	7,175,400	372,746
Myrabolams - - - - -	2,440,420	2,339,780	1,364,910	1,814,320	131,158
Fodder, Bran, and Cattle-Food - - - - -	1,251,090	1,636,120	1,662,300	1,808,360	153,091
Hemp, Raw - - - - -	1,342,260	1,253,300	1,019,300	953,830	69,073
Hides and Skins :					
Raw - - - - -	5,346,460	4,137,570	4,687,110	4,258,260	540,342
Dressed or Tanned - - - - -	29,399,730	29,305,740	31,414,410	27,290,400	1,920,510
Horns - - - - -	1,236,620	1,012,220	890,070	933,870	68,438
Jute :					
Raw - - - - -	62,527,690	64,357,040	58,163,620	37,671,770	2,624,227
Gunny Bags - - - - -	5,512,720	5,902,500	7,575,470	7,157,360	452,427
„ Cloth - - - - -	1,774,870	2,430,910	1,775,770	1,838,510	189,808
Lac - - - - -	9,878,290	7,845,230	5,118,800	3,410,800	289,049
Manures - - - - -	2,704,700	2,111,110	1,951,420	1,911,490	180,877
Oils - - - - -	1,873,480	1,792,270	1,938,160	2,086,790	168,800
Provisions - - - - -	739,100	886,030	919,160	943,330	68,797
Rice - - - - -	20,769,950	16,099,400	11,005,270	10,903,670	1,118,092
Seeds :					
Castor - - - - -	830,270	765,250	1,937,040	2,656,660	100,130
Linseed - - - - -	17,275,590	13,093,500	13,260,430	20,468,100	1,130,690
Rape - - - - -	878,870	546,807	1,678,120	1,627,070	91,754
Silk, Raw - - - - -	2,064,400	1,842,180	2,705,210	1,573,770	192,258
Spices - - - - -	1,379,640	1,324,890	1,126,670	1,693,670	94,116
Sugar - - - - -	4,917,180	5,990,560	1,887,640	1,227,910	183,656
Tea - - - - -	69,381,790	74,833,650	74,550,740	73,192,130	5,527,452
Wheat - - - - -	23,449,990	6,568,710	9,295,510	45,323,850	1,409,075
Wood (mainly Teak) - - - - -	4,841,220	5,376,770	6,382,960	6,879,190	502,230
Wool, Raw - - - - -	13,103,360	12,197,290	13,359,330	12,287,620	892,101
Woollen Manufactures - - - - -	1,223,070	1,476,060	1,586,510	1,571,020	116,347
Other Articles - - - - -	13,166,470	12,025,780	10,952,880	12,202,500	929,451
TOTAL - - -	350,008,990	316,463,040	291,962,010	320,060,180	20,589,258

No. 14—*continued*TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—*continued*.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>AUSTRIA-HUNGARY.</b>					
Imports therefrom :					
Apparel (including Boots and Shoes) - - -	—	—	—	—	—
Cotton Manufactures - - - - -	—	—	—	—	—
Glass and Glassware - - - - -	—	—	—	—	—
Hardware and Cutlery - - - - -	—	—	—	—	—
Metals - - - - - Cwt.	5,858	13,476	21,083	30,050	63,481
Paper and Pasteboard - - - - -	—	—	—	—	—
Sugar - - - - - Cwt.	4,934	115,514	945,745	1,063,737	777,821
Woollen Manufactures - - - - -	—	—	—	—	—
Other Articles - - - - -	—	—	—	—	—
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	—	—	—	—	—
Exports of Indian Produce, &c. :					
Coffee - - - - - Cwt.	17,809	7,061	5,280	9,139	2,667
Cotton, Raw - - - - - "	716,776	537,902	334,186	439,205	204,297
Indigo - - - - - "	13,948	11,307	9,850	10,332	6,983
Hides and Skins (mainly Raw) - - - "	35,235	45,958	83,825	65,510	73,103
Jute, Raw - - - - - "	373,509	238,215	536,097	319,732	420,547
Oilseeds - - - - - "	195,093	201,304	142,850	286,602	238,036
Other Articles - - - - -	—	—	—	—	—
<b>BELGIUM.</b>					
Imports therefrom :					
Dyes, Aniline and Alizarine - - - Lbs.	4,581,441	4,201,547	3,741,273	4,188,846	3,868,263
Glass and Glassware - - - - -	—	—	—	—	—
Metals :					
Copper - - - - - Cwt.	54,149	26,429	23,746	21,892	3,949
Iron - - - - - "	1,379,139	1,295,585	1,035,374	1,007,618	663,976
Steel - - - - - "	936,498	806,815	1,001,127	849,006	501,396
Other Articles - - - - -	—	—	—	—	—
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	—	—	—	—	—
Exports of Indian Produce, &c. :					
Cotton, Raw - - - - - Cwt.	748,105	631,482	394,220	613,691	297,576
Dyeing and Tanning Materials - - - "	134,538	88,103	105,170	85,454	98,523
Hemp, Raw - - - - - "	79,821	82,052	76,646	113,653	141,498
Seeds :					
Castor - - - - - "	175,700	132,497	173,033	173,258	119,495
Earthnuts - - - - - "	120,405	14,766	4,755	4,999	999
Linseed - - - - - "	157,527	84,304	224,696	419,036	263,396
Poppy - - - - - "	240,819	304,240	284,706	377,260	369,004
Rape - - - - - "	578,711	652,071	1,187,847	1,763,780	1,247,344
Til or Jinjili - - - - - "	320,809	231,025	406,684	578,340	223,313
Wheat - - - - - "	826,194	53,444	125,608	2,056,910	2,122,710
Other Articles - - - - -	—	—	—	—	—

## No. 15 continued.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—continued.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>AUSTRIA-HUNGARY.</b>					
Imports therefrom:	<i>Rupces.</i>	<i>Rupces.</i>	<i>Rupces.</i>	<i>Rupces.</i>	£
Apparel (including Boots and Shoes) - - -	1,736,180	1,606,020	1,363,800	1,667,200	150,045
Cotton Manufactures - - - - -	1,426,470	2,002,860	1,734,170	2,223,240	163,643
Glass and Glassware - - - - -	1,384,560	1,667,970	1,327,010	1,799,090	150,320
Hardware and Cutlery - - - - -	939,800	992,070	890,850	710,410	84,080
Metals - - - - -	961,720	936,230	1,407,570	1,771,830	126,030
Paper and Pastelboard - - - - -	1,071,580	1,003,210	838,060	870,980	66,581
Sugar - - - - -	63,580	1,313,790	10,445,040	10,848,840	569,188
Woollen Manufactures - - - - -	1,735,000	1,972,910	959,750	1,625,550	111,402
Other Articles - - - - -	3,929,820	3,382,820	2,501,680	2,766,610	167,611
TOTAL - - -	13,248,710	14,877,880	21,467,930	24,283,750	1,588,900
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	60,170	67,790	45,900	103,330	9,633
Exports of Indian Produce, &c. :					
Coffee - - - - -	1,437,460	553,180	378,510	674,630	11,566
Cotton, Raw - - - - -	19,524,700	13,696,960	7,922,200	9,064,340	282,292
Indigo - - - - -	4,809,660	3,389,260	2,559,180	2,598,950	136,389
Hides and Skins (mainly Raw) - - - - -	1,672,880	2,260,420	3,671,950	2,963,000	226,218
Jute, Raw - - - - -	3,240,430	2,383,990	3,822,630	2,432,240	254,903
Oilseeds - - - - -	1,409,060	1,501,490	1,076,520	1,924,470	114,238
Other Articles - - - - -	1,350,700	1,181,550	1,581,600	1,214,170	108,583
TOTAL - - -	33,444,890	24,966,850	21,012,590	20,871,800	1,134,189
<b>BELGIUM.</b>					
Imports therefrom :					
Dyes, Aniline and Alizarine - - - - -	4,071,380	3,605,160	3,096,290	2,959,240	161,009
Glass and Glassware - - - - -	1,198,200	1,264,340	928,980	1,043,120	86,574
Metals :					
Copper - - - - -	2,443,170	1,200,700	1,065,650	1,015,390	16,512
Iron - - - - -	7,565,070	7,153,730	5,969,820	5,590,460	284,444
Steel - - - - -	5,071,600	4,304,490	5,363,770	4,484,850	203,543
Other Articles - - - - -	6,947,040	6,508,610	6,423,880	7,211,200	471,939
TOTAL - - -	27,296,460	24,037,030	22,848,390	22,304,320	1,224,021
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	117,410	66,960	112,800	70,310	15,338
Exports of Indian Produce, &c. :					
Cotton, Raw - - - - -	20,062,870	15,786,430	9,100,370	12,437,240	400,672
Dyeing and Tanning Materials - - - - -	1,274,710	889,960	639,570	567,370	30,602
Hemp, Raw - - - - -	924,920	929,750	810,040	1,114,570	88,011
Seeds :					
Castor - - - - -	843,580	843,090	1,254,230	1,040,080	47,211
Earthnuts - - - - -	815,770	112,000	38,040	32,870	441
Linseed - - - - -	1,112,130	590,020	1,400,200	2,537,110	112,779
Poppy - - - - -	2,155,020	2,388,100	2,014,660	2,469,900	156,580
Rape - - - - -	3,698,650	4,559,310	8,322,560	10,341,390	493,711
Til or Jinjili - - - - -	2,761,460	2,039,240	3,478,770	4,613,430	127,424
Wheat - - - - -	3,117,320	235,230	759,930	9,861,020	561,578
Other Articles - - - - -	2,648,470	2,165,750	2,461,210	2,406,830	255,362
TOTAL - - -	39,414,900	30,528,880	30,279,580	47,421,810	2,274,371

## No. 14—continued.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—continued.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>FRANCE.</b>					
Imports therefrom :					
Apparel - - - - -	—	—	—	—	—
Clocks and Watches - - - - No.	73,336	74,576	75,144	125,176	118,433
Cotton Manufactures - - - - -	—	—	—	—	—
Liquors - - - - - Gals.	247,408	247,493	274,390	287,554	278,276
Silk Manufactures - - - - -	—	—	—	—	—
Other Articles - - - - -	—	—	—	—	—
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	—	—	—	—	—
Exports of Indian Produce, &c. :					
Coffee - - - - - Cwt.	101,769	71,871	76,856	83,543	96,853
Cotton, Raw - - - - - "	465,300	382,108	176,972	363,494	177,887
Hides and Skins, Raw - - - - - "	68,101	41,924	52,529	33,206	127,387
Indigo - - - - - "	21,011	11,822	10,632	9,196	10,709
Jute, Raw - - - - - "	544,818	571,592	722,369	454,151	641,417
Manures - - - - - Tons	5,389	9,977	10,347	4,709	15,720
Seeds :					
Castor - - - - - Cwt.	451,619	450,630	431,393	432,294	357,192
Earthnuts - - - - - "	873,115	416,053	9,439	70,700	129,389
Linseed - - - - - "	1,187,822	1,011,559	856,180	1,658,340	1,194,326
Poppy - - - - - "	403,156	462,455	434,596	391,448	466,178
Rape - - - - - "	767,366	669,260	1,108,221	1,404,193	1,004,362
Til or Jinjili - - - - - "	1,817,209	881,701	1,066,051	1,623,199	1,420,078
Other - - - - - "	122,628	66,221	218,373	191,351	350,384
Silk, Raw - - - - - Lbs.	1,183,878	991,368	838,621	922,030	1,090,472
Wheat - - - - - Cwt.	574,750	239,785	342,122	3,228,791	876,848
Other Articles - - - - -	—	—	—	—	—
<b>GERMANY.</b>					
Imports therefrom :					
Cotton Manufactures - - - - -	—	—	—	—	—
Glass and Glassware - - - - -	—	—	—	—	—
Hardware and Cutlery - - - - -	—	—	—	—	—
Liquors - - - - - Gals.	412,646	468,425	364,886	372,159	351,260
Metals - - - - - Cwt.	117,342	96,336	76,138	73,353	54,818
Salt - - - - - Tons	62,208	37,450	54,505	41,202	66,463
Sugar - - - - - Cwt.	718,218	758,806	1,203,309	413,971	60,526
Woollen Manufactures - - - - -	—	—	—	—	—
Other Articles - - - - -	—	—	—	—	—
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	—	—	—	—	—



## No. 15—continued.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—continued.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
FRANCE.	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	£
Imports therefrom :					
Apparel - - - - -	2,428,900	1,994,240	1,477,420	1,913,870	126,610
Clocks and Watches - - - - -	673,660	643,770	507,080	729,220	48,606
Cotton Manufactures - - - - -	57,760	230,950	364,940	677,590	54,645
Liquors - - - - -	2,124,910	2,139,160	2,384,850	2,469,840	162,478
Silk Manufactures - - - - -	1,474,330	1,298,440	773,190	2,012,190	100,925
Other Articles - - - - -	3,030,140	2,894,490	3,320,480	2,515,740	190,657
TOTAL - - -	9,789,700	9,200,960	8,827,960	10,318,450	683,921
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	135,720	126,360	155,780	104,450	8,085
Exports of Indian Produce, &c. :					
Coffee - - - - -	7,478,700	5,132,430	4,725,190	4,264,690	281,459
Cotton, Raw - - - - -	12,928,080	9,744,940	4,336,090	7,601,340	244,859
Hides and Skins, Raw - - - - -	3,166,170	2,251,270	3,084,520	1,795,860	404,699
Indigo - - - - -	6,529,120	3,384,380	2,562,920	2,157,380	203,530
Jute, Raw - - - - -	4,738,640	5,950,400	5,235,750	3,308,440	358,605
Manures - - - - -	306,200	539,970	558,160	257,100	60,125
Seeds :					
Castor - - - - -	2,200,720	2,990,060	3,097,580	2,555,520	142,260
Earthnuts - - - - -	5,907,930	2,798,420	69,250	453,970	55,868
Linseed - - - - -	8,688,680	6,886,960	5,375,850	9,965,820	476,018
Poppy - - - - -	3,469,430	3,650,030	3,164,380	2,488,850	201,925
Rape - - - - -	4,745,880	4,505,670	7,749,320	8,322,020	413,947
Til or Jinjili - - - - -	14,576,880	7,247,900	8,182,910	11,694,900	750,782
Other - - - - -	672,320	333,840	848,200	934,890	106,276
Silk, Raw - - - - -	3,734,340	2,997,370	2,235,210	2,714,370	245,136
Wheat - - - - -	2,259,890	1,007,970	1,984,850	17,106,780	250,736
Other Articles - - - - -	5,381,450	4,259,710	3,217,600	2,537,770	238,689
TOTAL - - -	86,784,430	63,681,320	56,427,780	78,159,700	4,434,914
GERMANY.					
Imports therefrom :					
Cotton Manufactures - - - - -	488,140	583,080	668,270	1,003,340	96,511
Glass and Glassware - - - - -	934,520	917,720	628,460	733,910	55,150
Hardware and Cutlery - - - - -	1,487,400	1,531,970	1,191,040	1,326,400	106,937
Liquors - - - - -	1,167,090	1,256,120	971,260	1,017,990	65,055
Metals - - - - -	1,100,270	1,047,250	943,420	948,170	70,492
Salt - - - - -	1,091,430	807,040	1,158,470	808,270	62,163
Sugar - - - - -	8,750,220	8,757,390	12,788,050	4,338,130	40,703
Woollen Manufactures - - - - -	2,604,030	2,594,570	1,486,600	2,344,590	240,215
Other Articles - - - - -	5,894,660	5,583,070	4,515,620	4,757,960	376,033
TOTAL - - -	23,517,760	23,078,210	24,345,190	17,278,760	1,123,259
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	63,890	112,520	68,460	89,490	11,419

## No. 15—continued.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—continued.

ARTICLES.				1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>GERMANY—continued.</b>								
<b>Exports of Indian Produce :</b>								
Coir and Manufactures of	-	-	Cwt.	65,847	50,439	68,227	83,831	111,089
Cotton, Raw	-	-	"	994,136	871,168	585,698	856,886	531,172
Indigo	-	-	"	16,929	11,816	7,268	8,172	6,007
Hides and Skins, Raw	-	-	"	229,237	242,007	328,086	293,351	336,352
Jute, Raw	-	-	"	1,754,785	1,823,449	2,707,544	2,234,810	1,883,859
" Gunny Bags	-	-	No.	4,786,050	8,467,650	12,838,550	6,864,175	2,786,538
Lac	-	-	Cwt.	24,491	23,994	29,277	25,871	34,626
Manures	-	-	Tons.	13,450	16,236	16,062	20,785	30,033
Rice	-	-	Cwt.	718,784	335,989	290,311	549,546	520,960
Seeds : Rape	-	-	"	524,420	379,222	833,665	998,167	735,954
Linseed	-	-	"	736,861	1,185,259	818,294	2,185,499	1,850,954
Til or Jinjili	-	-	"	98,173	78,537	103,779	220,724	215,878
Other Articles	-	-	-	—	—	—	—	—
<b>HOLLAND.</b>								
<b>Imports therefrom :</b>								
Cotton Manufactures	-	-	Lbs.	1,151,225	1,314,120	2,278,916	3,322,238	2,652,787
Dyes, Aniline and Alizarine	-	-	-	—	—	—	—	—
Other Articles	-	-	-	—	—	—	—	—
<b>Exports of Foreign Merchandise :</b>								
Miscellaneous Articles	-	-	-	—	—	—	—	—
<b>Exports of Indian Produce, &amp;c. :</b>								
Indigo	-	-	Cwt.	8,014	6,219	3,798	3,891	1,499
Seeds : Linseed	-	-	"	356,031	535,961	104,366	350,209	208,513
Rape	-	-	"	113,900	14,005	95,274	26,055	79,377
Wheat	-	-	"	359,868	4,000	—	189,795	69,810
Other Articles	-	-	-	—	—	—	—	—
<b>ITALY.</b>								
<b>Imports therefrom :</b>								
Cotton Manufactures	-	-	Lbs.	182,075	199,865	173,156	165,804	188,728
Corals	-	-	-	—	—	—	—	—
Dyes, Aniline	-	-	"	336,493	356,861	656,979	698,777	586,695
Silk Manufactures	-	-	-	—	—	—	—	—
Other Articles	-	-	-	—	—	—	—	—
<b>Exports of Foreign Merchandise :</b>								
Miscellaneous Articles	-	-	-	—	—	—	—	—
<b>Exports of Indian Produce, &amp;c. :</b>								
Cotton, Raw	-	-	Cwt.	661,567	667,584	500,792	605,774	370,343
Indigo and other Dyes	-	-	"	13,972	11,849	6,307	7,144	8,606
Hides and Skins, Raw	-	-	"	70,212	61,261	92,896	91,422	134,651
Jute, Raw	-	-	"	343,814	334,100	511,477	315,604	360,608
Seeds :								
Linseed	-	-	"	363,617	338,232	349,991	438,012	397,634
Til or Jinjili	-	-	"	80,812	250,075	274,464	365,654	357,816
Other	-	-	"	263,805	194,240	170,175	214,608	182,615
Wheat	-	-	"	122,544	54,012	121,486	1,118,886	248,179
Other Articles	-	-	-	—	—	—	—	—

## No. 15—continued.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—continued.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>GERMANY—continued.</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£</i>
Exports of Indian Produce :					
Coir and Manufactures of	655,390	568,220	673,320	790,830	72,982
Cotton, Raw	26,914,000	21,850,770	14,324,790	17,499,030	762,204
Indigo	5,304,700	3,190,760	1,770,910	1,822,750	104,917
Hides and Skins, Raw	9,841,250	11,100,140	14,307,850	12,651,660	968,186
Jute, Raw	15,045,910	18,019,970	19,907,120	16,242,900	1,089,106
„ Gunny Bags	856,950	1,481,210	2,036,600	1,146,640	34,517
Lac	2,112,610	1,611,160	1,364,380	1,209,060	109,858
Manures	802,060	938,090	905,510	1,154,790	108,619
Rice	2,820,590	1,582,130	1,158,830	2,631,810	165,523
Seeds : Rape	3,224,930	2,655,080	5,857,230	5,925,880	281,026
„ Linseed	5,508,960	7,747,890	4,981,730	12,654,430	734,866
„ Til or Jinjili	872,290	673,990	927,070	1,845,070	126,914
Other Articles	6,584,100	3,936,380	3,600,610	6,883,210	450,454
<b>TOTAL</b>	<b>80,543,740</b>	<b>75,355,790</b>	<b>71,815,950</b>	<b>82,458,060</b>	<b>5,009,262</b>
<b>HOLLAND.</b>					
Imports therefrom :					
Cotton Manufactures	813,470	841,670	947,150	1,111,800	83,982
Dyes, Aniline and Alizarine	790,080	884,580	1,394,210	1,877,270	83,792
Other Articles	665,450	674,800	549,520	532,940	39,210
<b>TOTAL</b>	<b>2,269,000</b>	<b>2,401,050</b>	<b>2,890,880</b>	<b>3,522,010</b>	<b>206,984</b>
Exports of Foreign Merchandise :					
Miscellaneous Articles	10	8,190	240	640	18
Exports of Indian Produce, &c. :					
Indigo	2,423,310	1,614,580	851,830	847,860	27,529
Seeds : Linseed	2,637,090	3,631,610	624,420	2,018,360	88,120
„ Rape	714,390	88,320	606,990	149,820	29,071
Wheat	1,326,760	16,250	0	917,400	18,370
Other Articles	588,930	628,090	906,100	785,020	120,909
<b>TOTAL</b>	<b>7,690,480</b>	<b>5,978,850</b>	<b>2,989,340</b>	<b>4,718,460</b>	<b>283,999</b>
<b>ITALY.</b>					
Imports therefrom :					
Corals	792,150	647,710	577,480	638,920	42,446
Cotton Manufactures	107,090	461,360	821,220	1,159,870	152,019
Dyes, Aniline	530,190	521,850	828,320	784,690	36,728
Silk Manufactures	1,022,260	1,342,470	933,960	1,148,380	83,716
Other Articles	1,756,450	1,673,780	1,830,650	1,837,420	176,503
<b>TOTAL</b>	<b>4,208,140</b>	<b>4,647,170</b>	<b>4,991,630</b>	<b>5,569,280</b>	<b>493,412</b>
Exports of Foreign Merchandise :					
Miscellaneous Articles	183,506	418,970	245,780	155,600	33,566
Exports of Indian Produce, &c. :					
Cotton, Raw	17,177,540	16,265,480	11,329,010	12,290,130	539,818
Indigo and other Dyes	1,342,780	1,095,710	636,400	708,970	42,270
Hides and Skins, Raw	3,015,280	2,816,090	4,252,790	4,155,110	399,307
Jute, Raw	3,039,710	3,437,540	3,748,250	2,423,220	220,986
Seeds :					
„ Linseed	2,770,290	2,316,080	2,167,030	2,652,840	178,468
„ Til or Jinjili	658,960	2,136,980	2,170,930	2,633,730	196,529
„ Other	1,492,250	1,254,100	1,134,240	1,313,860	73,536
Wheat	516,390	232,310	649,620	5,886,320	72,267
Other Articles	1,207,300	725,340	653,390	986,350	85,521
<b>TOTAL</b>	<b>31,220,500</b>	<b>30,279,630</b>	<b>26,741,660</b>	<b>33,050,530</b>	<b>1,808,711</b>

## No. 14—continued.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—continued.

ARTICLES.		1895-6.	1896-7.	1897-8.	1898-9.	1899-1900
RUSSIA.						
Imports therefrom :						
Mineral Oils - - - - -	Gals.	40,567,898	45,483,732	50,672,226	50,940,879	57,658,254
Other Articles - - - - -		—	—	—	—	—
Exports of Foreign Merchandise :						
Tea - - - - -	Lbs.	1,831,713	2,041,853	1,255,064	46,776	6,030
Other Articles - - - - -		—	—	—	—	—
Exports of Indian Produce, &c. :						
Cotton, Raw - - - - -	Cwt.	3,516	3,131	1,187	2,021	41
Indigo - - - - -	"	5,506	4,698	2,311	2,829	2,630
Seeds - - - - -	"	90,653	148,991	51,650	69,427	60,006
Other Articles - - - - -		—	—	—	—	—
SPAIN.						
Imports therefrom :						
Miscellaneous Articles - - - - -		—	—	—	—	—
Exports of Indian Produce, &c. :						
Jute, Raw - - - - -	Cwt.	196,411	126,758	215,559	78,982	68,203
Other Articles - - - - -		—	—	—	—	—
SWEDEN.						
Imports therefrom :						
Iron and Steel - - - - -	Cwt.	45,254	74,173	79,023	55,964	25,925
Matches - - - - -	"	—	—	—	—	—
Other Articles - - - - -		—	—	—	—	—
Exports of Indian Produce, &c. :						
Miscellaneous Articles - - - - -		—	—	—	—	—
ABYSSINIA.						
Imports therefrom :						
Miscellaneous Articles - - - - -		—	—	—	—	—
Exports of Foreign Merchandise :						
Miscellaneous Articles - - - - -		—	—	—	—	—
Exports of Indian Produce, &c. :						
Grain and Pulse - - - - -	Cwt.	301,385	272,634	168,712	560,127	281,404
Other Articles - - - - -		—	—	—	—	—
CAPE COLONY.						
Imports therefrom :						
Miscellaneous Articles - - - - -		—	—	—	—	—
Exports of Foreign and Indian Produce, &c. :						
Jute, Gunny Bags - - - - -	No.	7,335,013	5,953,900	4,852,450	3,136,500	5,074,450
Rice - - - - -	Cwt.	157,324	144,241	108,592	180,466	167,788
Other Articles - - - - -		—	—	—	—	—

## No. 15—continued.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—continued.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>RUSSIA.</b>					
Imports therefrom :	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	£
Mineral Oils - - - - -	18,359,520	19,771,930	20,596,620	20,076,990	1,564,758
Other Articles - - - - -	316,060	424,910	210,940	452,960	36,224
<b>TOTAL - - -</b>	<b>18,675,580</b>	<b>20,195,940</b>	<b>20,807,560</b>	<b>20,529,950</b>	<b>1,600,982</b>
Exports of Foreign Merchandise :					
Tea - - - - -	1,522,680	1,673,850	984,100	29,240	251
Other Articles - - - - -	17,880	21,720	25,400	44,310	678
<b>TOTAL - - -</b>	<b>1,540,560</b>	<b>1,695,570</b>	<b>1,009,500</b>	<b>73,550</b>	<b>929</b>
Exports of Indian Products, &c. :					
Cotton, Raw - - - - -	101,250	86,300	335,370	40,300	61
Indigo - - - - -	1,451,640	1,013,640	304,510	544,690	30,199
Seeds - - - - -	477,340	908,270	373,800	429,780	22,524
Other Articles - - - - -	448,370	558,500	76,890	212,480	28,990
<b>TOTAL - - -</b>	<b>2,478,600</b>	<b>2,566,710</b>	<b>1,090,570</b>	<b>1,227,250</b>	<b>81,774</b>
<b>SPAIN.</b>					
Imports therefrom :					
Miscellaneous Articles - - - - -	950	5,290	37,360	81,460	6,044
Exports of Indian Produce, &c. :					
Jute, Raw - - - - -	1,707,330	1,337,440	1,636,140	663,450	44,560
Other Articles - - - - -	2,108,930	380,520	424,780	858,960	66,747
<b>TOTAL - - -</b>	<b>3,816,260</b>	<b>1,717,960</b>	<b>2,060,920</b>	<b>1,522,410</b>	<b>111,307</b>
<b>SWEDEN.</b>					
Imports therefrom :					
Iron and Steel - - - - -	338,530	571,400	655,500	489,140	17,171
Matches - - - - -	148,980	298,940	597,440	599,770	23,096
Other Articles - - - - -	116,920	81,170	75,010	43,690	5,959
<b>TOTAL - - -</b>	<b>604,430</b>	<b>951,510</b>	<b>1,328,150</b>	<b>1,132,600</b>	<b>46,226</b>
Exports of Indian Produce, &c. :					
Miscellaneous Articles - - - - -	166,430	196,820	114,260	184,110	3,471
<b>ABYSSINIA.</b>					
Imports therefrom :					
Miscellaneous Articles - - - - -	75,170	63,260	132,700	43,890	5,272
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	281,460	259,890	7,570	53,430	3,679
Exports of Indian Produce, &c. :					
Grain and Pulse - - - - -	1,209,270	1,117,220	793,470	2,247,970	88,372
Other Articles - - - - -	854,150	600,360	34,500	368,460	20,680
<b>TOTAL - - -</b>	<b>2,063,420</b>	<b>1,717,580</b>	<b>827,970</b>	<b>2,616,430</b>	<b>109,052</b>
<b>CAPE COLONY.</b>					
Imports therefrom :					
Miscellaneous Articles - - - - -	13,360	79,310	21,530	12,050	876
Exports of Foreign and Indian Produce, &c. :					
Jute, Gunny Bags - - - - -	2,060,650	1,833,580	1,267,440	796,770	89,802
Rice - - - - -	911,950	960,940	732,440	1,082,650	65,546
Other Articles - - - - -	511,460	638,200	929,640	835,100	39,709
<b>TOTAL - - -</b>	<b>3,484,060</b>	<b>3,432,720</b>	<b>2,929,520</b>	<b>2,714,520</b>	<b>195,057</b>

## No. 14--continued.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—continued.

ARTICLES.	1896-8.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>EGYPT.</b>					
Imports therefrom :					
Cotton, Raw - - - - - Cwts.	40,391	23,550	23,307	8,956	42,219
Salt - - - - - Tons	31,208	33,002	21,785	30,464	25,578
Other Articles - - - - -	—	—	—	—	—
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	—	—	—	—	—
Exports of Indian Produce, &c. :					
Indigo - - - - - Cwt.	13,995	12,482	14,659	14,403	12,940
Jute, Raw - - - - -	43,529	273,449	—	98,839	85,286
" Gunny Bags - - - - - No.	5,338,150	7,659,700	7,281,800	8,874,750	5,697,850
Rice - - - - - Cwt.	10,772,863	10,046,418	8,125,117	11,685,750	11,390,463
Wheat - - - - -	1,514,275	675	23	3,139,440	933,777
Wool - - - - -	—	—	—	—	—
Other Articles - - - - -	—	—	—	—	—
<b>MAURITIUS.</b>					
Imports therefrom :					
Sugar - - - - - Cwt.	1,571,993	1,666,845	1,778,016	2,104,111	1,773,346
Other Articles - - - - -	—	—	—	—	—
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	—	—	—	—	—
Exports of Indian Produce, &c. :					
Grain and Pulse :					
Rice - - - - - Cwt.	1,403,254	1,234,207	1,116,832	1,595,382	1,120,558
Wheat-flour - - - - -	192,610	146,679	125,830	151,359	109,249
Other sorts - - - - -	470,473	335,477	254,607	321,295	396,277
Other Articles - - - - -	—	—	—	—	—
<b>MOZAMBIQUE.</b>					
Imports therefrom :					
Miscellaneous Articles - - - - -	—	—	—	—	—
Exports of Foreign Merchandise :					
Cotton Manufactures - - - - -	—	—	—	—	—
Other Articles - - - - -	—	—	—	—	—
Exports of Indian Produce, &c. :					
Cotton Manufactures - - - - -	—	—	—	—	—
Other Articles - - - - -	—	—	—	—	—
<b>NATAL.</b>					
Imports therefrom :					
Miscellaneous Articles - - - - -	—	—	—	—	—
Exports of Foreign and Indian Produce, &c. :					
Rice - - - - - Cwt.	179,198	301,123	137,915	303,376	300,021
Jute, Gunny Bags - - - - - No.	2,461,992	2,389,800	2,261,500	2,457,750	3,344,350
Other Articles - - - - -	—	—	—	—	—

## No. 15—continued.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—continued.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>EGYPT.</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£</i>
Imports therefrom :					
Cotton, Raw - - - - -	1,167,120	705,920	591,900	196,350	77,499
Salt - - - - -	423,070	633,730	298,530	414,650	23,013
Other Articles - - - - -	917,730	657,580	1,017,850	646,080	46,772
TOTAL - - - - -	2,507,920	1,997,230	1,908,280	1,257,080	147,284
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	313,160	232,860	226,910	180,300	8,925
Exports of Indian Produce, &c. :					
Indigo - - - - -	3,165,040	2,832,920	3,348,270	3,239,090	193,501
Jute, Raw - - - - -	395,520	2,731,900	0	287,100	47,760
" Gunny Bags - - - - -	1,973,170	2,612,330	2,303,810	2,822,290	127,250
Rice - - - - -	36,722,690	37,205,490	29,360,370	41,181,900	2,601,462
Wheat - - - - -	6,087,670	3,350	160	15,741,450	246,867
Wool - - - - -	779,400	518,560	1,114,320	671,930	5,128
Other Articles - - - - -	2,633,920	2,631,060	3,346,460	4,527,040	358,734
TOTAL - - - - -	51,757,410	48,535,610	39,473,390	68,470,800	3,580,702
<b>MAURITIUS.</b>					
Imports therefrom :					
Sugar - - - - -	16,870,470	17,535,910	16,410,370	19,181,100	1,068,222
Other Articles - - - - -	342,920	540,400	420,340	412,350	30,308
TOTAL - - - - -	17,213,390	18,076,310	16,830,710	19,593,450	1,098,530
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	1,420,490	1,021,160	733,850	555,580	40,938
Exports of Indian Produce, &c. :					
Grain and Pulse :					
Rice - - - - -	5,559,090	6,325,480	6,445,410	7,908,150	365,836
Wheat-flour - - - - -	1,232,960	1,083,160	1,091,210	1,172,670	49,476
Other Sorts - - - - -	1,695,540	1,365,660	1,436,490	1,406,130	75,770
Other Articles - - - - -	2,439,780	2,484,960	2,268,910	2,223,920	157,142
TOTAL - - - - -	10,927,370	11,259,260	11,242,020	12,710,870	648,224
<b>MOZAMBIQUE.</b>					
Imports therefrom :					
Miscellaneous Articles - - - - -	321,340	262,030	352,300	124,020	18,951
Exports of Foreign Merchandise :					
Cotton Manufactures - - - - -	606,600	631,590	847,820	605,670	42,890
Other Articles - - - - -	532,250	429,120	356,850	339,360	26,337
TOTAL - - - - -	1,138,850	1,060,710	1,204,670	945,030	69,227
Exports of Indian Produce, &c. :					
Cotton Manufactures - - - - -	775,160	624,700	604,760	550,880	47,161
Other Articles - - - - -	843,590	1,139,250	487,100	644,630	49,035
TOTAL - - - - -	1,618,750	1,763,950	1,091,860	1,195,510	96,196
<b>NATAL.</b>					
Imports therefrom :					
Miscellaneous Articles - - - - -	62,450	17,960	60,900	41,800	4,005
Exports of Foreign and Indian Produce, &c. :					
Rice - - - - -	834,920	1,638,490	923,700	1,788,660	109,413
Jute, Gunny Bags - - - - -	586,640	601,590	499,890	491,530	48,263
Other Articles - - - - -	1,317,580	2,142,440	1,596,640	1,566,360	89,535
TOTAL - - - - -	2,739,140	4,382,520	3,020,230	3,846,550	247,211

## No. 15—continued.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—continued.

ARTICLES.	1896-6.	1899-7.	1897-8.	1898-9.	1899-1900.
<b>REUNION.</b>					
Imports therefrom :					
Miscellaneous Articles - - - - -	—	—	—	—	—
Exports of Foreign and Indian Produce, &c. :					
Rice - - - - - Cwt.	367,388	348,543	149,195	253,027	188,640
Other Articles - - - - -	—	—	—	—	—
<b>ZANZIBAR.</b>					
Imports therefrom :					
Ivory, Unmanufactured - - - - - Lbs.	115,456	136,042	108,328	86,778	52,034
Spices (mainly Betelnuts) - - - - -	9,102,380	5,088,903	3,810,023	7,657,378	7,814,431
Other Articles - - - - -	—	—	—	—	—
Exports of Foreign Merchandise :					
Cotton Manufactures - - - - -	—	—	—	—	—
Other Articles - - - - -	—	—	—	—	—
Exports of Indian Produce, &c. :					
Cotton Manufactures - - - - -	—	—	—	—	—
Grain and Pulse :					
Rice - - - - - Cwt.	412,366	335,128	356,433	921,520	458,462
Other Sorts - - - - -	77,341	63,568	63,713	415,977	111,983
Other Articles - - - - -	—	—	—	—	—
<b>UNITED STATES.</b>					
Imports therefrom :					
Cotton Piece Goods - - - - - Yards	2,889,632	5,140,967	10,552,971	6,015,276	4,343,568
Iron and Steel - - - - - Cwt.	825	244	7,127	89,428	170,996
Oils, Mineral - - - - - Gals.	23,230,340	19,312,244	25,967,322	23,602,079	15,043,622
Other Articles - - - - -	—	—	—	—	—
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	—	—	—	—	—
Exports of Indian Produce :					
Chemicals : Saltpetre - - - - - Cwt.	126,251	137,663	107,061	80,723	103,237
Indigo - - - - -	21,094	22,492	21,643	20,390	11,800
Hides and Skins :					
Raw - - - - -	172,286	120,219	211,995	198,525	491,639
Dressed or Tanned - - - - -	58,931	49,112	40,244	34,558	40,868
Jute : Raw - - - - -	1,577,377	1,272,496	2,173,655	1,300,930	1,714,231
„ Gunny Bags - - - - - No.	30,821,460	22,910,400	39,004,800	23,793,060	15,075,400
„ Cloth - - - - - Yards	81,783,876	111,603,731	179,118,500	195,657,400	194,992,909
Lac (chiefly Shell) - - - - - Cwt.	46,877	43,057	53,700	60,915	80,661
Oils, Vegetable - - - - - Gals.	1,445,567	645,214	321,208	584,146	697,108
Tea - - - - - Lbs.	581,329	784,962	929,704	1,413,624	2,744,854
Other Articles - - - - -	—	—	—	—	—
<b>WEST INDIES.</b>					
Imports therefrom :					
Miscellaneous Articles - - - - -	—	—	—	—	—
Exports of Foreign and Indian Produce, &c. :					
Rice - - - - - Cwt.	234,339	179,136	66,570	252,274	151,642
Linseed - - - - -	104,189	71,173	89,347	21,826	76,558
Other Articles - - - - -	—	—	—	—	—



## No. 15—continued.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—continued.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>RÉUNION.</b>					
Imports therefrom :	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	£
Miscellaneous Articles - - - - -	520	450	16,760	6,900	287
Exports of Foreign and Indian Produce, &c. :					
Rice - - - - -	1,533,290	1,851,380	903,600	1,093,970	49,295
Other Articles - - - - -	389,250	400,590	159,850	269,610	16,727
TOTAL - - - - -	1,922,540	2,251,970	1,063,450	1,363,580	66,022
<b>ZANZIBAR.</b>					
Imports therefrom :					
Ivory, Unmanufactured - - - - -	674,250	794,750	588,960	515,220	19,144
Spices (mainly Betelnuts) - - - - -	1,450,270	807,730	564,410	1,612,800	116,988
Other Articles - - - - -	428,300	448,070	403,180	220,550	26,597
TOTAL - - - - -	2,552,820	2,050,550	1,556,550	2,348,570	162,729
Exports of Foreign Merchandise :					
Cotton Manufactures - - - - -	1,393,710	1,412,150	1,362,020	1,294,310	77,430
Other Articles - - - - -	696,730	680,420	1,138,270	763,490	49,561
TOTAL - - - - -	2,090,440	2,092,570	2,500,290	2,057,800	126,991
Exports of Indian Produce, &c. :					
Cotton Manufactures - - - - -	1,695,450	1,983,970	1,588,720	1,483,600	92,745
Grain and Pulse :					
Rice - - - - -	2,160,590	1,943,170	1,972,990	4,402,880	130,664
Other Sorts - - - - -	264,520	419,400	516,030	1,024,160	43,073
Other Articles - - - - -	970,040	1,055,440	1,241,060	1,524,060	88,911
TOTAL - - - - -	5,090,600	5,401,980	5,318,800	8,434,720	355,413
<b>UNITED STATES.</b>					
Imports therefrom :					
Cotton Piece Goods - - - - -	587,530	954,080	1,788,930	912,790	51,173
Iron and Steel - - - - -	5,650	4,720	35,780	466,090	70,850
Oils, Mineral - - - - -	9,633,710	9,073,910	10,805,200	9,549,190	469,189
Other Articles - - - - -	1,167,490	4,636,780	1,680,840	2,698,620	236,861
TOTAL - - - - -	11,394,380	14,669,490	14,310,750	13,626,690	828,073
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	63,420	47,920	13,860	31,140	3,047
Exports of Indian Produce :					
Chemicals : Saltpetre - - - - -	1,604,230	1,552,940	986,910	727,840	62,972
Indigo - - - - -	6,138,840	5,718,270	5,166,370	4,066,410	208,768
Hides and Skins :					
Raw - - - - -	12,187,060	8,252,010	13,461,640	14,229,010	1,950,240
Dressed or Tanned - - - - -	8,339,770	6,996,190	5,407,390	4,167,620	377,198
Jute : Raw - - - - -	8,634,420	6,590,860	8,580,550	5,941,600	717,066
" Gunny Bags - - - - -	4,077,460	3,102,540	4,868,340	2,499,620	126,964
" Cloth - - - - -	7,727,560	10,261,030	15,102,290	16,015,330	1,098,852
Lac (chiefly Shell) - - - - -	4,541,470	2,945,070	2,754,160	2,969,240	257,739
Oils, Vegetable - - - - -	1,921,680	852,680	375,900	673,590	53,516
Tea - - - - -	345,850	443,850	526,050	534,880	65,281
Other Articles - - - - -	3,557,210	1,421,620	1,517,490	2,016,770	157,980
TOTAL - - - - -	59,075,550	48,137,060	58,747,090	53,841,910	5,076,586
<b>WEST INDIES.</b>					
Imports therefrom :					
Miscellaneous Articles - - - - -	120	640	900	3,860	240
Exports of Foreign and Indian Produce, &c. :					
Rice - - - - -	1,056,980	1,015,370	393,610	1,226,290	45,324
Linseed - - - - -	893,190	441,530	541,460	119,050	28,931
Other Articles - - - - -	184,200	81,360	95,290	249,250	12,687
TOTAL - - - - -	2,134,370	1,538,260	1,030,360	1,594,590	86,942

## No. 14 —continued.

## TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES: QUANTITIES—continued.

ARTICLES.		1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>ARGENTINE REPUBLIC.</b>						
<b>Exports of Indian Produce, &amp;c. :</b>						
Jute, Gunny Cloth	Yds.	2,722,500	24,961,900	31,253,500	44,292,900	33,939,300
Other Articles		—	—	—	—	—
<b>BRAZIL.</b>						
<b>Imports therefrom :</b>						
Miscellaneous Articles		—	—	—	—	—
<b>Exports of Indian Produce, &amp;c. :</b>						
Rice	Cwt.	1,630,904	1,661,884	2,218,536	1,053,635	1,339,437
Other Articles		—	—	—	—	—
<b>BRITISH GUIANA.</b>						
<b>Exports of Foreign and Indian Produce, &amp;c. :</b>						
Rice	Cwt.	141,297	161,059	131,691	177,603	132,640
Other Articles		—	—	—	—	—
<b>CHILE.</b>						
<b>Exports of Indian Produce, &amp;c. :</b>						
Jute, Gunny Bags	No.	13,702,800	14,082,400	10,535,600	13,639,900	16,353,900
Rice	Cwt.	54,836	—	128,139	133,088	114,232
Other Articles		—	—	—	—	—
<b>ADEN :</b>						
<b>Imports therefrom :</b>						
Salt	Tons	26,105	40,663	46,209	32,321	42,802
Other Articles		—	—	—	—	—
<b>Exports of Foreign Merchandise :</b>						
Cotton Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—
<b>Exports of Indian Produce, &amp;c. :</b>						
Cotton, Twist and Yarn	Lbs.	1,572,540	1,551,006	2,053,444	1,687,304	2,502,068
Cotton Manufactures		—	—	—	—	—
<b>Grain and Pulse :</b>						
Jawar and Bajra	Cwt.	203,221	236,000	250,282	710,181	247,896
Rice	"	239,687	234,648	254,845	326,384	396,712
Wheat Flour	"	114,016	120,509	113,522	155,918	139,444
Tobacco	Lbs.	7,378,575	6,358,153	3,579,278	7,225,156	4,124,584
Other Articles		—	—	—	—	—

## No. 15--continued.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES--continued.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
ARGENTINE REPUBLIC.	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	£
Exports of Indian Produce, &c. :					
Jute, Gunny Cloth - - - - -	283,170	2,585,300	3,095,100	3,780,190	320,581
Other Articles - - - - -	188,330	303,060	402,260	216,930	20,935
TOTAL - - - - -	471,500	2,888,360	3,497,360	3,997,120	341,516
BRAZIL.					
Imports therefrom :					
Miscellaneous Articles - - - - -	28,170	360	5,330	2,620	63
Exports of Indian Produce, &c. :					
Rice - - - - -	6,762,770	7,553,240	9,976,660	1,670,110	382,346
Other Articles - - - - -	0	0	4,830	0	0
TOTAL - - - - -	6,762,770	7,553,240	9,981,490	1,670,110	382,346
BRITISH GUIANA.					
Exports of Foreign and Indian Produce, &c. :					
Rice - - - - -	596,690	775,740	831,280	912,310	40,418
Other Articles - - - - -	611,280	343,790	197,530	160,460	35,152
TOTAL - - - - -	1,207,970	1,119,530	1,028,810	1,072,770	75,570
CHILE.					
Exports of Indian Produce, &c. :					
Jute, Gunny Bags - - - - -	2,567,240	2,517,800	1,657,550	1,849,960	176,098
Rice - - - - -	241,720	0	534,200	534,930	27,703
Other Articles - - - - -	54,260	29,660	13,150	5,910	1,754
TOTAL - - - - -	2,863,220	2,547,460	2,204,900	2,390,800	205,555
ADEN.					
Imports therefrom :					
Salt - - - - -	344,960	590,480	634,120	460,410	40,285
Other Articles - - - - -	915,030	777,780	897,670	693,010	58,774
TOTAL - - - - -	1,255,990	1,368,260	1,531,790	1,153,420	99,059
Exports of Foreign Merchandise :					
Cotton Manufactures - - - - -	1,079,140	749,470	780,230	767,550	61,488
Other Articles - - - - -	822,180	816,110	705,620	644,720	34,725
TOTAL - - - - -	1,901,320	1,565,580	1,485,850	1,412,270	96,213
Exports of Indian Produce, &c. :					
Cotton, Twist and Yarn - - - - -	59,353	583,340	737,880	537,610	50,351
Cotton Manufactures - - - - -	2,248,060	1,667,590	1,942,640	1,612,850	125,175
Grain and Pulse :					
Jawar and Bajra - - - - -	639,930	834,560	1,037,040	2,515,150	57,032
Rice - - - - -	1,056,210	1,304,820	1,562,250	1,747,730	131,330
Wheat Flour - - - - -	678,470	834,750	929,210	1,109,700	65,390
Tobacco - - - - -	911,490	803,100	468,450	907,350	35,508
Other Articles - - - - -	2,396,240	2,615,840	2,274,720	2,215,010	124,876
TOTAL - - - - -	7,612,440	7,840,900	8,483,740	10,645,400	589,662

## No. 14—continued.

TRADE WITH PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—continued.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>ARABIA.</b>					
Imports therefrom :					
Precious Stones and Pearls (unset) . . . . .	—	—	—	—	—
Provisions (mainly Dates) . . . . .	—	—	—	—	—
Other Articles . . . . .	—	—	—	—	—
Exports of Foreign Merchandise :					
Cotton Manufactures . . . . .	—	—	—	—	—
Other Articles . . . . .	—	—	—	—	—
Exports of Indian Produce, &c. :					
Cotton Manufactures . . . . .	—	—	—	—	—
Grain and Pulse :					
Rice . . . . . Cwt.	784,222	735,489	857,619	1,684,438	842,279
Other Sorts . . . . . „	311,177	206,817	290,540	653,829	207,731
Other Articles . . . . .	—	—	—	—	—
<b>CEYLON.</b>					
Imports therefrom :					
Cocoonut Oil - . . . . Gals.	405,642	1,561,924	2,600,819	1,407,599	902,900
Spices (chiefly Betelnuts) . . . . Lbs.	10,945,230	12,756,751	13,401,961	11,568,195	10,838,343
Tea . . . . . „	997,925	748,127	1,059,716	1,108,686	570,161
Other Articles . . . . .	—	—	—	—	—
Exports of Foreign Merchandise :					
Miscellaneous Articles . . . . .	—	—	—	—	—
Exports of Indian Produce, &c. :					
Animals, Living . . . . . No.	120,762	119,479	169,291	165,643	246,373
Coal and Coke . . . . . Tons	49,166	93,635	105,039	215,132	181,512
Cotton Manufactures . . . . .	—	—	—	—	—
Grain and Pulse :					
Rice . . . . . Cwt.	5,155,546	4,337,488	5,022,988	5,515,172	5,550,789
Other . . . . . „	278,769	235,093	233,543	251,107	221,961
Provisions . . . . .	—	—	—	—	—
Seeds . . . . . Cwt.	64,423	56,913	79,456	74,026	61,924
Spices . . . . . Lbs.	5,404,187	4,710,480	6,455,535	7,280,756	5,909,808
Wood (chiefly Teak) . . . . .	—	—	—	—	—
Other Articles . . . . .	—	—	—	—	—

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES: VALUES—*continued.*

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
ARABIA.	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	£.
Imports therefrom :					
Precious Stones and Pearls (unset) . . . . .	2,903,570	2,551,240	2,151,900	1,817,150	361,849
Provisions (mainly Dates) . . . . .	1,554,960	1,387,940	1,357,450	1,589,350	114,225
Other Articles . . . . .	1,186,270	1,007,720	1,485,360	1,031,440	62,743
TOTAL . . . . .	5,644,800	4,946,900	4,994,710	4,437,940	538,817
Exports of Foreign Merchandise :					
Cotton Manufactures . . . . .	2,163,200	1,545,430	1,804,000	1,456,770	98,226
Other Articles . . . . .	1,968,500	1,525,440	1,300,480	1,131,190	70,533
TOTAL . . . . .	4,131,700	3,070,870	3,104,480	2,587,960	168,759
Exports of Indian Produce, &c. :					
Cotton Manufactures . . . . .	668,940	555,540	508,860	430,770	32,194
Grain and Pulse :					
Rice . . . . .	3,656,680	4,219,720	5,088,990	8,204,660	274,332
Other Sorts . . . . .	1,532,190	1,173,600	1,627,210	2,857,120	70,596
Other Articles . . . . .	2,665,600	1,890,450	1,418,070	1,478,310	75,797
TOTAL . . . . .	8,523,410	7,839,310	8,643,130	12,970,860	452,919
CEYLON.					
Imports therefrom :					
Cocoonut Oil . . . . .	613,730	2,269,100	3,765,860	1,967,550	84,741
Spices (chiefly Betelnuts) . . . . .	1,482,240	1,579,980	1,997,970	1,814,120	94,207
Tea . . . . .	510,110	381,860	530,260	480,590	16,081
Other Articles . . . . .	2,811,620	2,595,490	4,417,330	2,757,790	214,711
TOTAL . . . . .	5,417,700	6,826,430	10,711,420	7,020,050	409,740
Exports of Foreign Merchandise :					
Miscellaneous Articles . . . . .	1,723,760	1,347,760	1,007,490	1,028,580	77,864
Exports of Indian Produce, &c. :					
Animals, Living . . . . .	701,470	852,340	963,820	836,040	79,555
Coal and Coke . . . . .	522,500	974,750	1,067,940	2,176,470	129,045
Cotton Manufactures . . . . .	2,354,650	1,894,250	2,403,920	2,114,310	167,154
Grain and Pulse :					
Rice . . . . .	22,953,400	18,824,570	24,565,420	27,627,690	1,780,979
Other . . . . .	1,322,150	1,294,070	1,442,090	1,320,690	76,243
Provisions . . . . .	1,588,410	1,296,040	1,595,330	1,156,970	112,916
Seeds . . . . .	680,140	783,870	1,300,030	578,700	30,198
Spices . . . . .	489,630	412,400	960,030	824,040	35,554
Wood (chiefly Teak) . . . . .	416,670	641,890	901,020	622,170	56,605
Other Articles . . . . .	3,971,800	4,125,650	4,778,290	4,815,050	316,592
TOTAL . . . . .	35,000,820	31,099,830	39,977,890	42,072,120	2,784,841

## No. 14—continued.

## TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—continued.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>CHINA—HONGKONG.</b>					
Imports therefrom :					
Drugs, Medicines, and Narcotics - - - -	—	—	—	—	—
Silk :					
Raw - - - - - Lbs.	1,515,500	1,544,972	1,199,321	1,193,043	803,667
Manufactures - - - - -	—	—	—	—	—
Sugar - - - - - Cwt.	206,049	139,310	291,175	185,682	316,975
Other Articles - - - - -	—	—	—	—	—
Exports of Foreign Merchandise :					
Provisions - - - - -	—	—	—	—	—
Other Articles - - - - -	—	—	—	—	—
Exports of Indian Produce, &c. :					
Chemicals (chiefly Saltpetre) - - - - Cwt.	121,077	73,951	74,977	97,232	95,209
Cotton :					
Raw - - - - - „	59,122	102,459	115,866	144,790	128,069
Twist and Yarn - - - - - Lbs.	95,101,571	106,782,042	114,026,650	128,621,701	107,631,420
Opium - - - - - Cwt.	40,039	41,240	40,133	44,354	45,147
Jute Manufactures - - - - -	—	—	—	—	—
Other Articles - - - - -	—	—	—	—	—
<b>CHINA—TREATY PORTS.</b>					
Imports therefrom :					
Silk :					
Raw - - - - - Lbs.	838,045	264,687	347,062	588,972	493,391
Manufactures - - - - -	—	—	—	—	—
Tea - - - - - Lbs.	5,167,977	5,778,491	1,314,337	1,429,034	1,698,547
Other Articles - - - - -	—	—	—	—	—
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	—	—	—	—	—
Exports of Indian Produce :					
Cotton :					
Raw - - - - - Cwt.	456	60,821	35,153	138,711	156,517
Twist and Yarn - - - - - Lbs.	79,608,856	79,290,640	75,445,100	80,354,450	123,939,337
Piece Goods - - - - - Yds.	18,641,446	14,044,011	4,409,988	3,837,386	6,051,556
Opium - - - - -	21,563	20,040	17,466	23,689	21,991
Other Articles - - - - -	—	—	—	—	—
<b>COCHIN-CHINA.</b>					
Imports therefrom :					
Miscellaneous Articles - - - - -	—	—	—	—	—
Exports of Indian Produce, &c. :					
Opium - - - - - Cwt.	2,127	3,901	1,026	1,993	1,834
Other Articles - - - - -	—	—	—	—	—

## No. 15—continued.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—continued.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>CHINA—HONGKONG.</b>					
Imports therefrom :	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	£
Drugs, Medicines, and Narcotics - - - -	985,000	810,690	948,910	981,950	56,076
Silk :					
Raw - - - - -	5,438,940	5,395,090	3,241,470	3,469,680	138,094
Manufactures - - - - -	3,674,760	2,582,700	2,629,050	2,151,720	106,394
Sugar - - - - -	2,661,900	1,791,510	3,348,380	2,098,500	243,676
Other Articles - - - - -	4,411,460	3,624,450	2,750,720	2,806,910	190,289
<b>TOTAL - - -</b>	<b>17,172,060</b>	<b>14,204,440</b>	<b>12,918,530</b>	<b>11,508,760</b>	<b>734,529</b>
Exports of Foreign Merchandise :					
Provisions - - - - -	717,610	584,380	710,650	793,900	48,418
Other Articles - - - - -	808,330	686,680	659,330	579,030	42,442
<b>TOTAL - - -</b>	<b>1,525,940</b>	<b>1,271,060</b>	<b>1,369,980</b>	<b>1,372,930</b>	<b>90,860</b>
Exports of Indian Produce, &c. :					
Chemicals (chiefly Saltpetre) - - - -	1,656,940	835,560	847,790	1,075,980	66,295
Cotton :					
Raw - - - - -	1,484,130	2,422,480	2,686,090	3,166,220	200,543
Twist and Yarn - - - - -	33,425,880	38,157,220	38,611,930	38,342,950	2,045,645
Opium - - - - -	39,679,610	37,564,000	29,888,730	33,591,710	2,623,872
Jute Manufactures - - - - -	2,305,680	1,605,390	1,728,190	845,530	166,064
Other Articles - - - - -	2,425,400	1,932,060	1,820,430	2,393,300	197,960
<b>TOTAL - - -</b>	<b>80,977,640</b>	<b>82,516,710</b>	<b>75,583,160</b>	<b>79,415,690</b>	<b>5,300,379</b>
<b>CHINA—TREATY PORTS.</b>					
Imports therefrom :					
Silk :					
Raw - - - - -	3,944,400	1,231,310	1,560,110	2,632,000	157,086
Manufactures - - - - -	2,590,070	1,616,720	1,103,030	1,424,660	81,144
Tea - - - - -	3,775,860	3,995,650	942,620	765,770	57,105
Other Articles - - - - -	576,190	442,770	385,830	587,700	34,394
<b>TOTAL - - -</b>	<b>10,886,520</b>	<b>7,286,450</b>	<b>3,991,590</b>	<b>5,410,130</b>	<b>329,729</b>
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	185,930	95,510	73,500	86,840	9,075
Exports of Indian Produce :					
Cotton :					
Raw - - - - -	12,790	1,515,940	852,510	2,929,030	241,462
Twist and Yarn - - - - -	29,934,740	29,467,500	26,933,530	24,027,730	2,347,082
Piece Goods - - - - -	2,680,360	1,849,250	528,590	428,250	51,469
Opium - - - - -	23,858,570	21,236,450	16,658,600	20,013,040	1,405,056
Other Articles - - - - -	316,930	233,410	270,040	265,390	31,549
<b>TOTAL - - -</b>	<b>56,803,390</b>	<b>54,302,550</b>	<b>45,243,270</b>	<b>47,663,440</b>	<b>4,076,618</b>
<b>COCHIN-CHINA.</b>					
Imports therefrom :					
Miscellaneous Articles - - - - -	1,070	7,150	267,100	480	37,020
Exports of Indian Produce, &c. :					
Opium - - - - -	2,017,150	3,263,100	690,200	1,408,880	99,420
Other Articles - - - - -	21,690	28,910	73,460	41,840	3,907
<b>TOTAL - - -</b>	<b>2,038,840</b>	<b>3,292,010</b>	<b>763,660</b>	<b>1,450,720</b>	<b>103,327</b>

No. 14—*continued.*TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—*continued.*

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
JAPAN.					
Imports therefrom :					
Coal - - - - - Tons	10,588	56,882	14,213	32,231	86,938
Matches - - - - -	—	—	—	—	—
Metals - - - - - Cwt.	19,157	19,019	12,167	16,253	2,987
Silk Manufactures - - - - - Yds.	794,724	2,418,125	4,014,483	4,561,225	3,078,507
Other Articles - - - - -	—	—	—	—	—
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	—	—	—	—	—
Exports of Indian Produce, &c. :					
Cotton :					
Raw - - - - - Cwt.	855,853	1,498,600	1,311,206	1,941,115	2,319,173
Twist and Yarn - - - - - Lbs.	1,208,400	634,800	354,020	40,000	180,000
Indigo - - - - - Cwt.	3,358	11,046	16,613	16,138	23,705
Rice - - - - - "	112,798	22	1,138,383	1,623,928	349,842
Other Articles - - - - -	—	—	—	—	—
JAVA.					
Imports therefrom :					
Sugar - - - - - Cwt.	109,998	97,458	140,485	162,500	258,188
Other Articles (mainly Tea) - - - - -	—	—	—	—	—
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	—	—	—	—	—
Exports of Indian Produce, &c. :					
Opium - - - - - Cwt.	1,099	1,174	813	806	520
Other Articles - - - - -	—	—	—	—	—
MEKRAN AND SONMIANI.					
Imports therefrom :					
Provisions - - - - -	—	—	—	—	—
Other Articles - - - - -	—	—	—	—	—
Exports of Foreign and Indian Produce, &c. :					
Grain and Pulse - - - - - Cwt.	38,334	74,353	89,402	106,281	39,816
Other Articles - - - - -	—	—	—	—	—



## No. 15—continued.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—continued.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>JAPAN.</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupces.</i>	<i>£</i>
Imports therefrom :					
Coal - - - - -	161,570	836,510	203,350	496,910	84,135
Matches - - - - -	1,062,310	775,270	1,314,840	996,970	55,358
Metals - - - - -	806,640	802,570	493,460	671,320	10,805
Silk Manufactures - - - - -	657,940	1,593,380	2,417,970	2,454,130	116,807
Other Articles - - - - -	1,483,470	1,465,830	1,915,578	830,720	66,196
<b>TOTAL - - -</b>	<b>4,171,930</b>	<b>5,473,560</b>	<b>5,345,190</b>	<b>5,450,050</b>	<b>333,301</b>
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	299,470	183,280	154,770	224,500	13,220
Exports of Indian Produce, &c :					
Cotton :					
Raw - - - - -	24,424,350	37,603,320	32,562,060	41,147,760	3,730,422
Twist and Yarn - - - - -	460,020	249,380	129,090	15,000	3,833
Indigo - - - - -	717,040	2,275,650	3,444,430	3,321,590	351,718
Rice - - - - -	430,000	130	4,386,840	6,644,870	87,859
Other Articles - - - - -	1,862,950	630,380	1,057,390	1,026,650	50,611
<b>TOTAL - - -</b>	<b>27,894,360</b>	<b>40,758,860</b>	<b>41,579,810</b>	<b>52,155,870</b>	<b>4,224,443</b>
<b>JAVA.</b>					
Imports therefrom :					
Sugar - - - - -	1,313,980	992,560	1,754,860	1,702,400	170,692
Other Articles (mainly Tea) - - - - -	496,720	412,240	326,630	255,660	12,221
<b>TOTAL - - -</b>	<b>1,810,700</b>	<b>1,404,800</b>	<b>2,081,490</b>	<b>1,958,060</b>	<b>182,913</b>
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	64,330	52,520	34,260	18,570	1,467
Exports of Indian Produce, &c. :					
Opium - - - - -	1,032,950	1,022,280	559,220	617,200	29,730
Other Articles - - - - -	1,432,190	310,370	679,980	278,940	17,537
<b>TOTAL - - -</b>	<b>2,465,140</b>	<b>1,332,650</b>	<b>1,239,200</b>	<b>891,140</b>	<b>47,267</b>
<b>MEKRAN AND SONMIANI.</b>					
Imports therefrom :					
Provisions - - - - -	501,970	255,650	372,290	340,120	20,910
Other Articles - - - - -	779,910	442,590	434,140	289,880	30,325
<b>TOTAL - - -</b>	<b>1,281,880</b>	<b>698,240</b>	<b>806,430</b>	<b>630,000</b>	<b>51,235</b>
Exports of Foreign and Indian Produce, &c. :					
Grain and Pulse - - - - -	141,900	315,440	360,970	331,820	12,193
Other Articles - - - - -	533,610	331,510	421,350	338,300	24,416
<b>TOTAL - - -</b>	<b>675,510</b>	<b>636,950</b>	<b>782,320</b>	<b>670,120</b>	<b>36,609</b>

## No. 14—continued.

TRADE WITH PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—continued.

ARTICLES.	1896-8.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>PERSIA.</b>					
Imports therefrom	—	—	—	—	—
Precious Stones and Pearls (unset)	—	—	—	—	—
Provisions	—	—	—	—	—
Wool, Raw	4,189,899	3,320,358	3,283,827	2,480,416	2,577,416
Other Articles	—	—	—	—	—
Exports of Foreign Merchandise :	—	—	—	—	—
Cotton Twist and Yarn	667,839	922,333	1,428,472	1,092,090	1,348,332
Cotton Manufactures	—	—	—	—	—
Metals	29,413	14,520	26,269	14,738	10,686
Sugar	72,365	75,311	47,771	84,778	38,436
Tea	2,252,814	2,387,319	1,259,871	2,112,935	1,195,759
Other Articles	—	—	—	—	—
Exports of Indian Produce, &c. :	—	—	—	—	—
Indigo	5,014	3,663	7,473	6,389	3,466
Rice	155,786	100,257	176,460	351,126	155,751
Tea	3,188,099	1,993,823	1,464,394	3,456,791	1,953,900
Other Articles	—	—	—	—	—
<b>SIAM.</b>					
Imports therefrom :	—	—	—	—	—
Teak	23,785	13,099	13,382	7,722	9,364
Other Articles	—	—	—	—	—
Exports of Foreign and Indian Produce, &c. :	—	—	—	—	—
Miscellaneous Articles	—	—	—	—	—
<b>STRAITS SETTLEMENTS.</b>					
Imports therefrom :	—	—	—	—	—
Metals : Tin	49,431	35,436	37,740	27,622	16,274
Provisions (chiefly Fish)	—	—	—	—	—
Silk, Raw	491,969	379,851	435,578	429,550	374,318
Spices : Betelnuts	47,317,470	56,704,097	67,552,310	64,423,207	78,761,687
„ Other	5,934,031	3,793,437	5,743,258	3,129,503	2,814,939
Sugar	108,045	63,497	74,912	77,207	80,666
Other Articles	—	—	—	—	—
Exports of Foreign Merchandise :	—	—	—	—	—
Cotton Manufactures	—	—	—	—	—
Other Articles	—	—	—	—	—
Exports of Indian Produce, &c. :	—	—	—	—	—
Cotton :	—	—	—	—	—
Raw	8,133	47,849	38,391	56,080	16,845
Twist and Yarn	3,963,952	4,638,988	4,440,186	5,120,970	4,111,057
Manufactures	—	—	—	—	—
Folder, &c.	—	—	—	—	—
Hides and Skins :	—	—	—	—	—
Raw and Dressed	31,631	31,571	8,650	6,493	4,500
Jute : Gunny Bags	21,886,882	20,234,575	16,096,250	24,239,410	21,346,586
Opium	18,370	19,196	18,026	21,379	22,868
Provisions	—	—	—	—	—
Rice	6,421,007	3,746,988	3,364,846	5,537,559	4,235,067
Other Articles	—	—	—	—	—

## No. 15—continued.

TRADE WITH PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—continued.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>PERSIA.</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	£
Imports therefrom :					
Precious Stones and Pearls (unset) - - -	2,882,350	2,412,900	1,891,970	1,676,030	232,067
Provisions - - - - -	2,205,280	1,602,440	1,717,980	1,618,440	128,493
Wool, Raw - - - - -	1,290,050	1,042,990	956,430	740,140	47,346
Other Articles - - - - -	2,350,300	1,801,500	2,352,740	1,804,920	144,049
<b>TOTAL - - -</b>	<b>8,727,980</b>	<b>6,859,830</b>	<b>6,919,120</b>	<b>5,839,530</b>	<b>551,955</b>
Exports of Foreign Merchandise :					
Cotton Twist and Yarn - - - - -	398,300	554,910	805,370	554,280	46,507
Cotton Manufactures - - - - -	6,268,210	4,486,910	4,453,990	4,535,110	272,810
Metals - - - - -	514,520	318,080	462,170	274,570	14,934
Sugar - - - - -	870,720	909,050	544,470	929,060	29,171
Tea - - - - -	1,858,150	1,928,310	1,047,820	1,319,580	49,573
Other Articles - - - - -	1,074,620	991,670	1,307,730	953,820	83,945
<b>TOTAL - - -</b>	<b>11,014,520</b>	<b>9,188,930</b>	<b>8,621,550</b>	<b>8,566,420</b>	<b>496,940</b>
Exports of Indian Produce, &c. :					
Indigo - - - - -	906,850	673,020	1,316,820	1,086,480	36,408
Rice - - - - -	716,700	624,620	1,065,420	1,805,850	52,015
Tea - - - - -	2,240,010	1,318,540	877,730	1,686,970	60,210
Other Articles - - - - -	2,266,310	1,554,990	2,159,590	2,474,100	95,329
<b>TOTAL - - -</b>	<b>6,129,870</b>	<b>4,171,170</b>	<b>5,419,560</b>	<b>7,053,400</b>	<b>243,962</b>
<b>SIAM.</b>					
Imports therefrom :					
Teak - - - - -	1,540,700	941,060	1,018,510	575,560	49,631
Other Articles - - - - -	37,050	19,930	26,180	22,590	14,322
<b>TOTAL - - -</b>	<b>1,577,750</b>	<b>960,990</b>	<b>1,044,690</b>	<b>598,150</b>	<b>63,953</b>
Exports of Foreign and Indian Produce, &c. :					
Miscellaneous Articles - - - - -	410,190	398,660	400,580	423,950	26,877
<b>STRAITS SETTLEMENTS.</b>					
Imports therefrom :					
Metals : Tin - - - - -	3,232,500	2,145,890	2,158,300	1,570,780	85,377
Provisions (chiefly Fish) - - - - -	2,824,730	2,786,310	3,371,120	3,303,910	194,567
Silk, Raw - - - - -	2,395,380	1,816,200	1,690,780	1,758,770	83,764
Spices : Betelnuts - - - - -	2,367,310	2,685,560	3,423,940	4,394,220	332,850
„ Other - - - - -	1,247,400	912,720	1,197,740	974,850	59,560
Sugar - - - - -	1,255,780	769,560	816,520	896,250	60,083
Other Articles - - - - -	7,429,100	7,304,980	11,439,880	716,132	474,180
<b>TOTAL - - -</b>	<b>20,752,200</b>	<b>18,421,220</b>	<b>24,098,280</b>	<b>20,062,100</b>	<b>1,290,381</b>
Exports of Foreign Merchandise :					
Cotton Manufactures - - - - -	2,630,620	2,226,400	1,893,630	2,259,700	131,642
Other Articles - - - - -	1,008,150	991,520	800,080	1,035,930	72,967
<b>TOTAL - - -</b>	<b>3,638,770</b>	<b>3,217,920</b>	<b>2,693,710</b>	<b>3,295,630</b>	<b>204,609</b>
Exports of Indian Produce, &c. :					
Cotton :					
Raw - - - - -	186,630	1,041,730	842,660	939,810	21,810
Twist and Yarn - - - - -	1,703,610	1,994,510	1,797,160	1,800,720	98,124
Manufactures - - - - -	2,137,070	2,069,350	2,159,480	2,698,080	227,544
Fodder, &c. - - - - -	1,705,880	1,612,920	1,463,000	1,588,140	136,060
Hides and Skins :					
Raw and Dressed - - - - -	1,291,930	1,157,560	529,140	421,520	23,869
Jute : Gunny Bags - - - - -	4,275,560	3,921,010	3,269,890	4,611,890	288,709
Opium - - - - -	17,293,280	16,426,460	12,598,140	15,183,740	1,254,569
Provisions - - - - -	972,090	1,112,540	953,700	1,201,570	64,788
Rice - - - - -	22,875,340	14,902,900	13,309,800	20,488,390	1,023,615
Other Articles - - - - -	6,017,920	5,841,000	6,013,010	7,510,230	522,996
<b>TOTAL - - -</b>	<b>58,459,310</b>	<b>50,079,980</b>	<b>42,935,980</b>	<b>56,444,090</b>	<b>3,662,084</b>

## No. 14—concluded.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—concluded.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>SUMATRA.</b>					
Imports therefrom :					
Mineral Oil - - - - - Gals.	—	558,271	7,540,866	4,443,562	—
Other Articles - - - - -	—	—	—	—	—
Exports of Foreign and Indian Produce, &c. :					
Miscellaneous Articles - - - - -	—	—	—	—	—
<b>TURKEY IN ASIA.</b>					
Imports therefrom :					
Grain and Pulse - - - - - Cwt.	243,430	396,727	189,895	22,977	405,794
Horses - - - - - No.	3,807	1,596	1,046	1,395	922
Provisions (chiefly Dates) - - - - -	—	—	—	—	—
Other Articles - - - - -	—	—	—	—	—
Exports of Foreign Merchandise :					
Cotton Manufactures - - - - -	—	—	—	—	—
Other Articles - - - - -	—	—	—	—	—
Exports of Indian Produce, &c. :					
Cotton Goods (including Twist and Yarn) - -	—	—	—	—	—
Indigo - - - - - Cwt.	2,669	2,985	5,105	6,352	2,617
Jute, Gunny Bags - - - - - No.	4,885,910	4,765,235	3,759,805	3,511,054	3,057,050
Tea - - - - - Lbs.	1,356,350	1,981,197	1,336,970	2,598,281	2,149,414
Other Articles - - - - -	—	—	—	—	—
<b>AUSTRALIA.</b>					
Imports therefrom :					
Horses - - - - - No.	3,997	5,179	3,657	5,736	4,950
Copper - - - - - Cwt.	7,093	16,574	21,281	—	—
Other Articles - - - - -	—	—	—	—	—
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	—	—	—	—	—
Exports of Indian Produce, &c. :					
Jute Manufactures - - - - -	—	—	—	—	—
Oils (chiefly Castor and Linseed) - - - - - Gals.	680,161	661,195	786,934	880,195	773,569
Tea - - - - - Lbs.	6,774,652	6,155,895	6,792,654	6,306,135	8,362,797
Other Articles - - - - -	—	—	—	—	—

## No. 15—concluded.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—concluded.

ARTICLES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>SUMATRA.</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£</i>
Imports therefrom :					
Mineral Oil - - - - -	0	254,480	3,289,780	1,344,290	0
Other Articles - - - - -	3,830	60	170	250,650	11,928
TOTAL - - -	3,830	254,540	3,289,950	1,594,940	11,928
Exports of Foreign and Indian Produce, &c. :					
Miscellaneous Articles - - - - -	9,120	32,760	33,150	3,390	5,104
<b>TURKEY IN ASIA.</b>					
Imports therefrom :					
Grain and Pulse - - - - -	919,440	1,695,200	897,230	94,540	116,160
Horses - - - - -	1,361,270	751,050	314,200	434,300	19,203
Provisions (chiefly Dates) - - - - -	2,271,860	1,050,650	1,533,740	702,490	148,114
Other Articles - - - - -	469,920	419,130	167,690	223,450	9,771
TOTAL - - -	5,022,490	3,916,030	2,912,860	1,454,780	293,248
Exports of Foreign Merchandise :					
Cotton Manufactures - - - - -	1,080,250	732,560	636,910	649,480	45,302
Other Articles - - - - -	1,247,730	1,198,520	736,370	807,090	53,917
TOTAL - - -	2,327,980	1,931,080	1,373,280	1,456,570	99,219
Exports of Indian Produce, &c. :					
Cotton Goods (including Twist and Yarn) - - -	722,390	902,120	633,650	581,500	42,765
Indigo - - - - -	753,920	854,260	1,279,900	1,541,740	43,344
Jute, Gunny Bags - - - - -	1,321,430	1,255,890	884,530	776,730	50,214
Tea - - - - -	736,300	900,480	637,040	1,036,030	55,907
Other Articles - - - - -	3,935,350	3,174,560	2,581,330	1,540,230	80,768
TOTAL - - -	7,469,390	7,087,310	6,016,460	5,476,230	272,998
<b>AUSTRALIA.</b>					
Imports therefrom :					
Horses - - - - -	1,356,420	2,649,400	1,723,300	2,536,400	149,700
Copper - - - - -	291,480	721,250	936,360	0	0
Other Articles - - - - -	687,530	1,156,110	684,640	720,630	141,164
TOTAL - - -	2,335,430	4,526,760	3,344,300	3,257,030	290,864
Exports of Foreign Merchandise :					
Miscellaneous Articles - - - - -	53,300	107,480	11,740	53,140	2,486
Exports of Indian Produce, &c. :					
Jute Manufactures - - - - -	6,998,770	6,569,990	7,679,340	7,968,400	692,521
Oils (chiefly Castor and Linseed) - - -	840,290	854,140	1,097,360	1,214,000	75,024
Tea - - - - -	2,961,910	2,522,340	2,512,570	2,113,480	198,725
Other Articles - - - - -	1,332,710	1,842,250	1,069,390	1,455,680	98,394
TOTAL - - -	12,133,680	11,788,760	12,358,660	12,819,560	1,064,664

## IMPORTS of TREASURE from DIFFERENT COUNTRIES.

COUNTRIES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>GOLD.</b>	<i>Rupces.</i>	<i>Rupces.</i>	<i>Rupces.</i>	<i>Rupces.</i>	£
UNITED KINGDOM - - - - -	3,260,2400	26,304,550	41,222,070	38,043,180	2,710,438
BRITISH POSSESSIONS :					
Aden - - - - - { <i>Private</i>	192,950	386,740	190,920	624,320	45,288
Cape Colony - - - - - { <i>Government</i>	0	0	0	0	619
Ceylon - - - - -	0	33,840	0	0	330,000
China, Hong Kong	47,260	10,370	2,306,910	4,202,540	472,427
Straits Settlements	3,003,500	4,246,690	7,649,970	6,488,660	480,540
Mauritius - - - - -	30,900	63,350	179,360	144,510	5,749
Natal - - - - -	27,330	0	820	7,720	0
Australia - - - - -	0	0	0	14,680	125,000
	5,634,410	3,037,150	7,802,400	22,436,890	1,601,089
	8,936,410	7,778,140	18,130,380	33,919,320	3,060,712
FOREIGN COUNTRIES :					
Austria-Hungary - - - - -	26,570	209,560	46,030	403,620	7,453
France - - - - -	1,734,120	1,531,460	2,737,340	2,042,090	146,269
Germany - - - - -	1,710	0	0	2,430	382
Russia - - - - -	3,130	45,240	19,150	7,030	311
Arabia - - - - -	1,181,370	2,768,340	1,947,040	2,907,810	202,047
China, Treaty Ports	704,430	263,980	95,420	64,450	15,293
Japan - - - - -	0	0	0	30,530	1,204,146
Persia - - - - -	86,530	118,180	109,180	12,480	2,332
Turkey in Asia	212,500	160,260	246,370	291,780	9,415
Abyssinia - - - - -	29,440	23,140	8,390	42,490	0
Egypt - - - - -	4,514,170	5,422,460	8,104,790	10,584,000	271,178
Madagascar - - - - -	113,330	121,420	16,630	4,260	808
Mozambique - - - - -	45,520	15,130	0	0	600
Zanzibar - - - - -	100,990	147,390	129,430	45,070	198
Other Countries - - - - -	80	2,340	0	0	949
	8,753,890	10,820,100	13,459,770	16,438,040	1,861,381
TOTAL VALUE - - - - -	50,292,700	44,911,790	72,812,220	88,400,540	7,632,531
" QUANTITY OZ. - - - - -	695,055	657,238	1,129,149	1,432,461	1,914,037
<b>SILVER :</b>					
UNITED KINGDOM - - - - -	57,328,570	61,173,030	100,908,720	58,303,650	5,590,756
BRITISH POSSESSIONS :					
Malta - - - - -	500	0	0	0	0
Aden - - - - - { <i>Private</i>	10,970	488,110	835,800	2,187,110	25,555
Ceylon - - - - - { <i>Government</i>	0	0	7,110	38,360	109
China, Hong Kong	2,756,290	4,454,870	3,720,520	3,083,380	108,584
Straits Settlements	176,060	156,390	1,362,890	2,772,320	105,780
Mauritius - - - - -	836,990	1,124,780	1,140,160	893,910	22,842
Natal - - - - - { <i>Private</i>	1,255,580	1,054,580	2,304,000	1,279,650	2,637
Australia - - - - - { <i>Government</i>	0	4,110	0	0	0
	60	10	29,450	5,570	159
	13,558,460	12,363,260	11,292,190	7,202,920	210,245
	18,594,900	19,646,110	20,692,120	17,463,220	475,911
FOREIGN COUNTRIES :					
Austria-Hungary - - - - -	1	2,630	17,790	72,460	19,737
France - - - - -	212,210	0	313,560	395,540	0
Germany - - - - -	20	0	0	650	0
Turkey in Europe	0	0	0	3,730	0
Arabia - - - - -	2,250,840	1,771,080	1,584,290	3,027,000	123,741
China, Treaty Ports	0	97,170	2,838,460	5,606,680	12,309
Japan - - - - -	1,338,830	10	93,500	1,070,630	32
Mekran and Sonmiani - - - - -	5,100	33,440	37,350	22,650	492
Persia - - - - - { <i>Private</i>	1,172,870	1,402,140	991,300	1,364,140	78,397
Philippine Islands - - - - - { <i>Government</i>	90,000	88,000	536,200	78,200	9,387
Turkey in Asia	0	0	121,360	0	0
Abyssinia - - - - -	1,032,450	898,750	731,030	1,593,670	30,459
Egypt - - - - -	330	270	0	313,890	2,381
Madagascar - - - - -	11,530	16,880	74,230	49,700	807
Mozambique - - - - -	50	0	0	0	53
Zanzibar - - - - -	0	1,100	32,110	700	0
United States - - - - -	180,640	84,840	113,040	219,290	5,334
Other Countries - - - - -	1,168,810	717,060	3,408,810	969,760	0
	0	700	80	30	130
	7,463,690	5,114,700	10,893,110	14,788,720	283,259
TOTAL VALUE - - - - -	83,387,160	85,933,840	132,493,950	90,555,590	6,349,926
" QUANTITY OZ. - - - - -	34,082,810	37,520,322	68,535,612	49,226,780	50,663,542

No. 16—*concluded.*

IMPORTS of TREASURE from DIFFERENT COUNTRIES—concluded.

COUNTRIES.		1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
		<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£</i>
<b>TOTAL GOLD AND SILVER :</b>						
UNITED KINGDOM - - - - -		89,930,970	87,477,580	14,213,079	9,634,682	8,301,194
<b>BRITISH POSSESSIONS :</b>						
Malta - - - - -		500	0	0	0	0
Aden - - - - -	{ <i>Private</i> - -	203,910	874,850	1,026,720	2,811,430	70,844
	{ <i>Government</i> - -	0	0	7,110	38,360	728
Ceylon - - - - -		2,803,550	4,465,240	6,027,430	7,285,920	581,011
China, Hong Kong - - - - -		3,179,550	4,403,080	9,012,870	9,260,990	586,320
Straits Settlements - - - - -		867,940	1,188,130	1,319,520	1,038,420	28,591
Cape Colony - - - - -		0	33,840	0	0	330,000
Mauritius - - - - -	{ <i>Private</i> - -	1,282,910	1,054,580	2,304,820	1,287,370	2,637
	{ <i>Government</i> - -	0	4,110	0	0	0
Natal - - - - -		60	10	29,450	20,250	125,159
Australia - - - - -		19,192,870	15,400,410	19,094,580	29,639,810	1,811,334
		27,531,290	27,424,250	38,822,500	51,382,550	3,536,624
<b>FOREIGN COUNTRIES :</b>						
Austria-Hungary - - - - -		26,580	212,180	63,820	476,080	27,190
France - - - - -		1,946,340	1,531,460	3,050,900	2,437,620	146,269
Germany - - - - -		1,730	0	0	3,070	380
Russia - - - - -		3,130	45,240	19,150	7,030	311
Turkey in Europe - - - - -		0	660	0	3,730	0
Arabia - - - - -		3,432,210	4,539,420	3,531,320	5,934,810	325,788
China, Treaty Ports - - - - -		704,430	361,150	2,933,880	5,671,130	27,603
Japan - - - - -		1,338,830	10	93,500	1,101,160	1,204,178
Mekran and Sonmiani - - - - -		5,100	33,440	37,350	22,650	492
Persia - - - - -	{ <i>Private</i> - -	1,259,400	1,520,320	1,100,480	1,376,620	80,729
	{ <i>Government</i> - -	90,000	88,000	536,200	78,200	9,387
Philippine Islands - - - - -		0	0	121,360	0	0
Turkey in Asia - - - - -		1,244,950	1,059,010	977,390	1,885,450	39,874
Abyssinia - - - - -		29,770	23,420	8,390	356,380	2,381
Egypt - - - - -		4,525,700	5,439,340	8,179,030	10,633,710	271,985
Madagascar - - - - -		113,390	121,420	16,630	4,280	861
Mozambique - - - - -		45,520	16,230	32,110	700	601
Zanzibar - - - - -		281,630	232,430	242,480	264,370	5,533
United States - - - - -		1,168,810	717,690	3,408,810	969,760	0
Other Countries - - - - -		80	2,380	80	30	1,077
		16,217,600	15,943,800	24,352,880	31,226,760	2,144,639
<b>GRAND TOTAL - - - - -</b>		133,679,860	130,945,630	205,306,170	178,956,130	13,982,457

No. 17.

### DESCRIPTION of TREASURE IMPORTED.

	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>GOLD :</b>					
Bullion - - - - -	33,109,370	26,955,360	46,617,050	43,056,830	2,308,778
Coin - - - - -	17,183,320	17,956,430	26,195,170	45,343,710	5,323,753
<b>SILVER :</b>					
Bullion - - - - -	74,749,720	74,990,510	120,524,940	78,625,090	5,959,455
Coin : Government of India Rupees - -	7,436,010	10,201,390	11,048,260	4,758,000	307,030
British Dollars and other Coin - - -	1,201,430	741,950	920,740	7,172,490	83,441

## No. 18.

## EXPORTS of TREASURE to DIFFERENT COUNTRIES.

COUNTRIES.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>GOLD :</b>					
UNITED KINGDOM - - - - -	24,584,140	21,408,510	23,251,720	23,230,600	1,330,114
<b>BRITISH POSSESSIONS</b>					
Aden - - - - -	400	256,770	5,000	0	3
Ceylon - - - - -	0	0	0	0	500
China, Hong Kong - - - - -	128,750	0	0	0	4
Straits Settlements - - - - -	0	0	0	0	1,300
Australia - - - - -	0	30	0	0	0
	129,150	256,800	5,000	0	1,807
<b>FOREIGN COUNTRIES :</b>					
France - - - - -	68,400	48,710	0	0	0
Arabia - - - - -	108,180	123,930	11,480	52,780	2,837
Japan - - - - -	1,930	0	0	0	0
Persia - - - - -	23,840	10,380	21,770	14,160	1,104
Turkey in Asia - - - - -	107,430	103,940	51,420	68,870	2,914
Egypt - - - - -	10,100	28,000	385,940	0	0
Abyssinia - - - - -	0	19,040	0	0	0
Other Countries - - - - -	0	2,100	0	50	21
	319,880	336,100	470,610	135,860	6,876
<b>TOTAL, Value - - - - -</b>	<b>25,033,170</b>	<b>22,001,410</b>	<b>23,727,330</b>	<b>23,366,460</b>	<b>1,338,797</b>
<b>„ Quantity, Oz. - - - - -</b>	<b>372,432</b>	<b>347,873</b>	<b>397,114</b>	<b>410,461</b>	<b>353,225</b>
<b>SILVER :</b>					
UNITED KINGDOM - - - - -	108,840	1,230	10	2,150	600
<b>BRITISH POSSESSIONS :</b>					
Aden - - - - - <i>( Private - - - - -</i>	389,220	274,720	100,000	500,290	541
<i>( Government - - - - -</i>	200,000	99,880	0	0	0
Ceylon - - - - -	5,742,000	10,023,760	9,611,630	9,867,500	667,000
China, Hong Kong - - - - -	955,510	259,860	5,025,700	2,941,470	194,149
Straits Settlements - - - - -	5,136,640	10,766,960	27,353,010	27,501,200	2,784,087
Mauritius - - - - -	1,004,000	1,935,320	2,021,100	4,237,840	7,857
Natal - - - - -	39,150	92,770	61,140	27,640	2,523
	13,466,520	23,453,270	44,172,580	45,075,940	3,656,157
<b>FOREIGN COUNTRIES :</b>					
France - - - - -	43,590	30,580	24,440	6,000	213
Arabia - - - - - <i>( Private - - - - -</i>	1,295,210	1,243,230	893,350	2,008,680	145,227
<i>( Government - - - - -</i>	45,000	0	0	0	0
China, Treaty Ports - - - - -	104,970	0	0	0	10,974
Japan - - - - -	8,200	0	93,000	0	0
Mekran and Sonmiani - - - - - <i>( Private - - - - -</i>	1,000	0	3,000	7,750	120
<i>( Government - - - - -</i>	26,600	15,080	43,780	29,400	3,565
Persia - - - - - <i>( Private - - - - -</i>	900,040	1,108,400	198,860	532,210	65,182
<i>( Government - - - - -</i>	3,500	1,100	2,000	3,000	666
Siam - - - - -	175,000	232,000	1,356,300	515,000	60,333
Turkey in Asia - - - - -	28,380	12,770	15,400	2,200	0
Abyssinia - - - - -	3,050	3,230	0	0	0
Egypt - - - - -	20	160	400	920	0
Mozambique - - - - -	30,000	77,000	0	2,220	0
Zanzibar - - - - -	1,300,950	1,166,500	856,620	2,561,690	20,554
Other Countries - - - - - <i>( Private - - - - -</i>	24,070	28,000	400	590	1,870
<i>( Government - - - - -</i>	0	1,000	99,000	0	0
	3,989,580	3,919,050	3,586,550	5,669,660	308,704
<b>TOTAL, Value - - - - -</b>	<b>17,564,940</b>	<b>27,373,550</b>	<b>47,759,140</b>	<b>50,747,750</b>	<b>3,965,461</b>
<b>„ Quantity, Oz. - - - - -</b>	<b>7,064,731</b>	<b>11,591,234</b>	<b>24,250,995</b>	<b>26,061,351</b>	<b>32,017,260</b>



No. 18—*concluded.*

EXPORTS of TREASURE to DIFFERENT COUNTRIES—*concluded.*

COUNTRIES.		1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>TOTAL GOLD AND SILVER :</b>						
UNITED KINGDOM - - - - -		24,692,990	21,409,740	23,251,750	23,232,740	1,330,714
<b>BRITISH POSSESSIONS :</b>						
Aden - - - - -	{ Private - - - - -	389,620	531,490	105,000	500,290	545
	{ Government - - - - -	200,000	99,880	0	0	0
Ceylon - - - - -		5,742,000	10,023,760	9,611,630	9,867,500	667,500
China, Hong Kong - - - - -		1,084,280	25,9860	5,025,700	2,941,470	194,153
Straits Settlements - - - - -		5,136,630	1,076,6960	27,353,010	27,501,200	2,785,387
Mauritius - - - - -		1,004,000	1,935,320	2,021,100	4,237,840	7,857
Natal - - - - -		39,150	92,770	61,140	27,640	2,523
Australia - - - - -		0	30	0	0	0
		13,595,660	23,710,070	44,177,580	45,075,940	3,657,965
<b>FOREIGN COUNTRIES :</b>						
France - - - - -		111,990	79,280	24,430	6,000	213
Arabia - - - - -	{ Private - - - - -	1,403,400	1,367,160	904,820	2,061,470	148,063
	{ Government - - - - -	45,000	0	0	0	0
China, Treaty Ports - - - - -		104,970	0	0	0	10,974
Japan - - - - -		10,130	0	93,000	0	0
Mekran and Sonmiani - - - - -	{ Private - - - - -	1,000	0	3,000	7,750	120
	{ Government - - - - -	26,600	15,080	43,780	29,400	3,565
Persia - - - - -	{ Private - - - - -	923,870	1,118,790	220,630	546,370	66,286
	{ Government - - - - -	3,500	1,100	2,000	3,000	666
Siam - - - - -		175,000	232,000	1,356,300	515,000	60,333
Turkey in Asia - - - - -		135,810	116,710	66,820	71,070	2,914
Abyssinia - - - - -		3,050	22,270	0	0	0
Mozambique - - - - -		10,120	28,160	386,340	920	33
Egypt - - - - -		30,000	77,000	0	2,220	0
Zanzibar - - - - -		1,300,950	1,166,500	850,620	2,561,690	20,574
Other Countries - - - - -	{ Private - - - - -	21,000	28,000	400	640	1,838
	{ Government - - - - -	0	3,100	99,000	0	0
		4,309,460	4,255,150	4,057,140	5,805,536	315,579
<b>GRAND TOTAL - - - - -</b>		<b>42,598,110</b>	<b>49,374,960</b>	<b>71,486,470</b>	<b>74,114,210</b>	<b>5,304,258</b>

**No. 19.**

### DESCRIPTION of TREASURE EXPORTED.

	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>GOLD :</b>					
Bullion - - - - -	24,591,080	21,456,030	23,257,040	23,228,950	1,330,053
Coin - - - - -	442,090	545,380	470,290	137,510	8,744
<b>SILVER :</b>					
Bullion - - - - -	357,650	135,800	473,810	45,530	18,743
Government of India Rupees - - - -	10,958,500	16,146,210	15,379,870	20,173,770	954,711
British Dollars - - - - -	6,034,830	10,888,330	31,736,550	30,425,750	2,977,902
Other Coin - - - - -	213,950	203,210	168,910	102,700	14,104

## No. 20.

DISTRIBUTION of PRIVATE IMPORT TRADE according to PRESIDENCY or PROVINCE, distinguishing the PRINCIPAL PORTS.

		1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
		<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	£
<b>BENGAL :</b>						
Calcutta	{ Merchandise - Treasure -	268,256,320 13,590,670	301,263,690 17,775,880	278,549,500 32,610,710	278,444,380 36,220,890	19,774,184 3,737,098
Chittagong	{ Merchandise - Treasure -	3,248,450 0	1,514,960 0	1,844,230 0	1,024,130 0	62,993 0
Other Ports	{ Merchandise - Treasure -	413,400 0	23,690 0	13,020 0	21,550 0	2,054 0
TOTAL FOR BENGAL	{ Merchandise - Treasure -	271,918,170 13,590,670	302,802,340 17,775,880	280,406,750 32,610,710	279,490,060 36,220,890	19,839,231 3,737,098
<b>BOMBAY AND SIND :</b>						
Bombay	{ Merchandise - Treasure -	278,667,110 115,225,640	268,550,830 104,726,370	246,051,630 163,475,590	256,403,520 137,545,910	17,509,437 9,759,519
Karachi	{ Merchandise - Treasure -	38,094,720 1,764,100	43,902,670 3,165,920	46,328,110 3,782,600	39,677,600 2,481,500	2,817,491 108,405
Other Ports	{ Merchandise - Treasure -	400,260 12,360	180,190 0	194,610 0	116,350 0	7,961 0
TOTAL FOR BOMBAY AND SIND	{ Merchandise - Treasure -	317,162,090 117,002,100	312,633,690 107,892,290	292,574,350 167,258,190	296,197,470 140,027,410	20,334,889 9,867,924
<b>MADRAS :</b>						
Madras	{ Merchandise - Treasure -	48,628,030 563,550	50,888,150 1,878,120	53,185,370 715,390	42,566,800 546,120	3,058,041 246,764
Tuticorin	{ Merchandise - Treasure -	3,518,810 620,560	2,677,780 646,230	3,788,150 727,870	3,637,320 240,960	228,041 36,525
Negapatam	{ Merchandise - Treasure -	1,684,230 8,040	1,779,850 17,170	2,975,920 17,840	2,375,200 17,560	136,336 1,328
Cocanada	{ Merchandise - Treasure -	265,710 0	122,640 0	773,050 0	925,990 2,000	47,501 0
Tellicherry	{ Merchandise - Treasure -	174,330 0	166,440 0	127,940 0	76,380 2,720	5,633 0
Calicut	{ Merchandise - Treasure -	729,790 0	651,600 0	645,550 0	448,130 0	32,909 0
Cochin	{ Merchandise - Treasure -	546,520 0	480,880 0	607,620 0	687,070 240	46,835 0
Mangalore	{ Merchandise - Treasure -	316,040 0	294,630 5,380	315,650 0	300,850 0	19,887 0
Other Ports	{ Merchandise - Treasure -	1,075,170 625,290	1,175,460 1,286,390	1,529,280 2,040,470	1,655,160 1,002,150	145,406 49,639
TOTAL FOR MADRAS	{ Merchandise - Treasure -	56,938,630 1,817,440	58,237,430 3,833,290	63,948,530 3,501,570	52,672,900 1,811,750	3,720,589 334,256
<b>BURMA :</b>						
Rangoon	{ Merchandise - Treasure -	46,046,580 991,950	43,102,080 1,124,170	54,436,670 1,171,570	54,043,200 577,310	3,165,105 22,948
Moulmein	{ Merchandise - Treasure -	669,170 0	753,010 0	858,570 0	1,017,330 0	60,577 197
Bassein	{ Merchandise - Treasure -	97,150 0	61,250 0	68,450 0	6,270 0	2,290 0
Akyab	{ Merchandise - Treasure -	48,540 0	34,310 0	24,290 0	41,020 0	2,751 0
Other Ports	{ Merchandise - Treasure -	283,620 187,700	314,180 127,890	349,020 220,820	315,160 202,210	15,810 9,919
TOTAL FOR BURMA	{ Merchandise - Treasure -	47,145,060 1,179,650	44,264,830 1,252,060	55,737,000 1,392,390	55,422,980 779,520	3,246,533 33,064
TOTAL IMPORTS	{ Merchandise - Treasure -	693,163,950 133,589,860	717,938,290 130,753,520	692,666,630 204,762,860	683,803,410 178,839,570	47,141,242 13,972,342

## No. 21.

DISTRIBUTION of PRIVATE EXPORT TRADE according to PRESIDENCY or PROVINCE, distinguishing the PRINCIPAL PORTS.

		1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
BENGAL :		<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	£
Calcutta	{ Merchandise - Treasure -	454,910,290 2,028,130	446,343,880 3,278,130	441,396,590 11,830,970	449,866,580 7,514,510	33,052,254 264,492
Chittagong	{ Merchandise - Treasure -	7,796,260 0	6,024,640 0	6,306,120 0	5,801,800 0	373,091 0
Other Ports	{ Merchandise - Treasure -	3,179,310 0	3,234,930 0	3,586,640 0	3,860,090 90,000	83,049 0
TOTAL FOR BENGAL	{ Merchandise - Treasure -	465,885,860 2,028,130	455,603,450 3,278,130	451,289,350 11,830,970	459,528,470 7,604,510	33,508,394 264,492
BOMBAY AND SIND						
Bombay	{ Merchandise - Treasure -	379,330,150 35,494,840	331,622,840 44,547,680	274,578,990 58,041,370	349,379,870 63,683,570	20,136,449 4,962,906
Karachi	{ Merchandise - Treasure -	63,608,990 569,300	39,819,160 645,240	45,956,210 254,670	89,288,760 264,990	4,216,156 28,656
Other Ports	{ Merchandise - Treasure -	1,560 0	7,390 0	3,450 0	2,520 0	373 0
TOTAL FOR BOMBAY AND SIND	{ Merchandise - Treasure -	442,940,700 36,064,140	371,449,390 45,192,920	320,538,650 58,296,040	438,671,150 63,948,560	24,352,978 4,991,562
MADRAS :						
Madras	{ Merchandise - Treasure -	58,723,470 4,090,730	51,725,700 150,000	48,424,810 302,630	43,669,210 1,359,700	3,377,612 36,667
Tuticorin	{ Merchandise - Treasure -	17,326,750 100,000	16,250,970 278,000	18,066,110 188,000	18,241,370 1,076,500	1,134,636 6,933
Negapatam	{ Merchandise - Treasure -	3,978,960 39,000	5,953,340 44,700	5,422,440 71,000	3,915,430 65,000	258,708 0
Cocanada	{ Merchandise - Treasure -	6,951,260 0	9,320,870 0	7,006,280 0	7,408,570 0	362,561 0
Tellicherry	{ Merchandise - Treasure -	7,260,410 0	5,505,690 0	5,293,890 0	6,659,680 0	369,514 0
Calicut	{ Merchandise - Treasure -	6,897,590 0	4,815,460 0	5,759,720 0	6,294,770 0	442,571 0
Cochin	{ Merchandise - Treasure -	7,091,830 0	5,374,450 0	5,844,360 0	6,801,240 0	580,046 0
Mangalore	{ Merchandise - Treasure -	7,189,710 0	6,294,230 0	5,174,950 0	6,354,730 0	468,580 0
Other Ports	{ Merchandise - Treasure -	12,694,550 0	13,077,160 1,100	13,135,120 300	12,443,960 1,000	1,003,527 67
TOTAL FOR MADRAS	{ Merchandise - Treasure -	128,123,530 4,229,730	118,317,870 473,800	114,127,680 561,930	111,788,980 2,502,200	7,997,755 43,667
BURMA :						
Rangoon	{ Merchandise - Treasure -	76,987,480 1,000	68,280,120 314,060	67,496,000 651,140	86,398,920 25,000	4,952,734 286
Moulmein	{ Merchandise - Treasure -	12,632,110 0	9,999,800 0	8,244,500 0	11,440,060 0	750,642 0
Bassein	{ Merchandise - Treasure -	8,497,230 0	9,221,990 0	8,780,130 0	9,997,600 0	593,093 0
Akyab	{ Merchandise - Treasure -	6,630,980 0	5,214,690 0	3,721,950 0	8,313,780 0	435,819 0
Other Ports	{ Merchandise - Treasure -	933,510 0	1,055,680 0	1,174,470 1,610	1,075,770 1,540	59,378 0
TOTAL FOR BURMA	{ Merchandise - Treasure -	105,681,310 1,000	93,772,280 314,060	89,417,050 652,750	117,226,130 26,540	6,791,666 286
TOTAL EXPORTS	{ Merchandise - Treasure -	1,142,631,400 42,323,000	1,039,142,990 49,258,910	975,372,730 71,341,690	1,127,214,730 74,081,810	72,650,793 5,300,007

## No. 22.

GROSS AMOUNT of CUSTOMS DUTY collected on ARTICLES of MERCHANDISE: AMOUNTS collected at PRINCIPAL PORTS; DRAWBACKS and REFUNDS; and TOTAL VALUES of DUTIABLE and NON-DUTIABLE ARTICLES.

	1896-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>SPECIAL IMPORT DUTIES:</b>					
<b>Arms, Ammunition, and Military Stores:</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>£</i>
Firearms, and parts thereof	252,200	295,400	289,510	287,500	16,469
Gunpowder	27,040	27,130	25,910	20,740	1,297
Other sorts	59,440	49,620	41,850	39,120	2,792
	338,680	372,150	357,270	347,360	20,558
<b>Liquors:</b>					
Ale, Beer, Porter, Cider, &c.	192,340	189,680	178,800	204,880	13,471
Spirits	5,908,990	5,910,390	5,992,690	6,284,620	428,314
Wines and Liqueurs	523,490	491,570	441,680	463,210	28,655
	6,624,820	6,591,640	6,613,170	6,952,710	470,440
Opium	4,050	3,470	4,420	3,020	223
Petroleum	4,000,010	4,126,180	5,317,780	4,696,750	287,569
Salt	25,956,690	25,777,150	25,560,730	25,889,930	1,784,268
Salted Fish	133,660	135,430	169,200	155,650	8,658
<b>GENERAL IMPORT DUTIES:</b>					
Cotton goods	11,835,270	9,178,150	7,957,210	8,463,410	616,056
Silver Bullion or Coin	3,558,680	3,264,830	4,338,890	2,867,600	162,150
Sugar	1,530,960	1,621,520	2,460,450	2,132,220	173,253
<b>Other Articles:</b>					
Articles of Food and Drink	1,542,050	1,400,010	1,382,150	1,361,070	94,571
Chemicals, Drugs, Medicines, and Narcotics,					
Dyeing and Tanning Materials	1,021,090	917,700	1,051,660	1,073,730	66,525
Metals, and Manufactures of	2,578,650	2,025,460	2,232,060	1,992,860	113,924
Oils	86,910	167,380	242,490	162,710	8,782
Articles Manufactured and Unmanufactured	6,531,620	5,984,710	5,342,350	5,830,440	393,431
<b>TOTAL, IMPORT DUTIES</b>	65,743,140	61,565,780	63,029,830	61,929,460	4,200,408
<b>EXPORT DUTIES:</b>					
Rice, in the husk	151,780	136,410	138,030	134,420	8,122
" not in the husk	9,139,870	7,388,340	7,098,500	9,931,210	574,192
Rice-flour	590	850	780	880	52
<b>TOTAL, EXPORT DUTIES</b>	9,292,240	7,525,600	7,237,310	10,066,510	582,366
<b>GRAND TOTAL OF CUSTOMS IMPORT AND EXPORT DUTIES</b>	75,035,380	69,091,380	70,267,140	71,995,970	4,782,774
<b>COLLECTED AT:</b>					
Calcutta	40,327,070	37,690,480	36,895,910	37,832,880	2,685,435
Bombay	16,551,300	14,818,540	15,525,450	14,627,760	866,750
Rangoon	8,482,990	7,077,980	7,418,950	9,075,070	524,946
Madras	3,025,000	2,526,410	2,829,720	2,393,250	175,210
Karachi	2,252,440	2,348,000	2,756,700	2,337,240	188,010
Other Ports	4,396,580	4,629,970	4,840,410	5,729,770	342,423
	75,035,380	69,091,380	70,267,140	71,995,970	4,782,774
<b>DRAWBACKS and REFUNDS</b>	1,310,680	1,322,400	1,019,600	1,134,260	69,700
<b>IMPORTS:</b>					
Free of Duty	91,936,990	133,515,740	124,371,340	112,144,280	8,264,849
Subject to Duty	601,226,900	585,631,230	569,829,860	571,659,130	38,876,393
<b>EXPORTS:</b>					
Free of Duty	960,078,720	879,330,740	820,802,590	935,363,230	61,724,433
Subject to Duty	35,372,890	119,475,860	117,058,420	158,139,540	8,731,365

## No. 23.

## VALUE of REGISTERED IMPORTS into and EXPORTS from BRITISH INDIA, by LAND, distinguishing COUNTRIES, &amp;c.

NOTE.—The figures in *italics* show the amounts of Treasure included in the amounts of Imports and Exports.

COUNTRIES.	IMPORTS.					EXPORTS.				
	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
Lus Bela - - -	<i>Rupces.</i> 668,480	<i>Rupces.</i> 712,590	<i>Rupces.</i> 967,130	<i>Rupces.</i> 607,590	£ 42,696	<i>Rupces.</i> 233,100	<i>Rupces.</i> 286,040	<i>Rupces.</i> 412,410	<i>Rupces.</i> 265,380	£ 10,757
Khelat, Zhob, and Loralai, &c. - -	1,700,640 <i>43,310</i>	1,635,850 <i>56,140</i>	1,040,130 —	810,890 —	67,414 —	1,770,550 <i>9,700</i>	1,752,940 <i>25,460</i>	824,920 —	1,061,560 —	81,352 —
Kandahar - - -	4,105,410	4,184,050	3,092,990	3,577,050 <i>277,880</i>	302,318 <i>14,000</i>	2,570,020	2,273,760	1,637,850	2,687,560 <i>48,710</i>	191,634 <i>3,740</i>
Herat and Ghazni -	—	—	—	112,440	12,951	—	—	—	51,410	7,230
Kabul - - -	1,650,030	1,515,390	1,291,090	2,172,360	124,703	3,262,510 <i>200,180</i>	3,033,220 <i>131,590</i>	2,856,230 <i>108,850</i>	3,122,660 <i>176,610</i>	181,565 <i>11,543</i>
Tirah and Bajaur -	1,432,940	3,975,510	2,580,160	3,263,490	338,678	2,287,700	4,758,360	3,363,060 <i>2,100</i>	4,466,720	523,581
Kashmir - - -	7,029,040 <i>665,160</i>	7,597,400 <i>374,580</i>	8,105,100 <i>406,400</i>	8,814,530 <i>452,820</i>	779,868 <i>57,336</i>	6,717,220 <i>311,040</i>	7,028,420 <i>674,120</i>	6,446,980 <i>798,710</i>	9,039,770 <i>1,807,320</i>	623,989 <i>87,237</i>
Ladakh - - -	431,230 <i>9,600</i>	575,080 <i>3,200</i>	526,620 —	760,160 <i>2,400</i>	33,158 <i>640</i>	435,840 <i>42,360</i>	645,740 <i>65,090</i>	456,350 <i>49,100</i>	456,860 <i>57,600</i>	19,880 <i>3,860</i>
Nepal - - -	18,336,960 <i>682,530</i>	18,930,550 <i>4,035,720</i>	20,565,290 <i>1,423,350</i>	21,409,810 <i>737,580</i>	1,649,836 <i>200,555</i>	13,623,890 <i>902,550</i>	15,367,520 <i>1,320,850</i>	18,288,100 <i>3,374,060</i>	16,063,500 <i>380,350</i>	1,024,883 <i>26,827</i>
Sikkim - - -	503,680 <i>4,360</i>	755,910 —	494,040 —	568,640 —	37,975 —	433,860 <i>31,240</i>	417,900 <i>24,700</i>	364,960 <i>12,650</i>	422,980 <i>12,510</i>	25,799 <i>758</i>
Bhutan - - -	285,510	143,900 <i>50</i>	146,850 <i>180</i>	161,870 —	13,053 <i>18</i>	273,970	167,870	158,830	178,830	12,810 <i>66</i>
Thibet - - -	1,279,450 <i>7,600</i>	1,404,560 —	1,243,880 <i>12,400</i>	1,914,780 <i>229,990</i>	132,866 <i>24,972</i>	800,660 <i>117,400</i>	694,060 <i>140,130</i>	1,008,580 <i>82,810</i>	1,536,030 <i>208,130</i>	95,577 <i>10,320</i>
Towang - - -	35,990 <i>1,000</i>	40,480 <i>640</i>	22,610 <i>500</i>	58,120 <i>620</i>	1,283 <i>9</i>	46,840	25,950	29,840	24,170	1,119
Duffla, Aka, Naga, Mishmi, &c., Hills -	54,580	81,890	82,270	140,580	12,332	146,600 <i>910</i>	50,630 <i>3,480</i>	20,880 <i>2,360</i>	18,550 <i>1,600</i>	1,502
Manipur - - -	36,300	186,880	71,460	66,310	6,882	54,850	67,540	114,530	478,080 <i>281,600</i>	13,793
Hill Tipperah - -	561,920	475,460	455,600	456,240	37,595	163,810	136,710	116,620	134,010	9,596
Western China - -	1,333,210 <i>464,130</i>	1,550,100 <i>554,180</i>	1,478,530 <i>834,180</i>	1,669,080 <i>754,160</i>	130,313 <i>54,790</i>	1,517,300 <i>136,580</i>	2,407,840 <i>105,700</i>	2,090,850 <i>56,130</i>	1,999,530 <i>79,660</i>	158,932 <i>10,508</i>
Shan States - - -	5,288,910 <i>1,794,490</i>	7,607,920 <i>2,536,120</i>	8,393,200 <i>2,413,360</i>	8,910,010 <i>2,434,410</i>	601,704 <i>169,122</i>	5,443,150 <i>1,196,730</i>	7,027,530 <i>1,615,220</i>	7,396,160 <i>1,648,010</i>	7,869,410 <i>1,733,200</i>	589,832 <i>97,852</i>
Karennee - - -	2,080,600 <i>13,720</i>	1,972,040 <i>45,730</i>	1,582,720 <i>47,290</i>	1,902,140 <i>43,850</i>	177,029 <i>4,082</i>	1,373,940 <i>1,086,380</i>	1,128,330 <i>967,110</i>	1,099,210 <i>914,360</i>	632,700 <i>482,930</i>	34,813 <i>29,354</i>
Zimmé - - -	2,046,820 <i>216,820</i>	2,399,550 <i>592,030</i>	2,888,020 <i>532,210</i>	2,753,360 <i>716,210</i>	168,262 <i>56,856</i>	335,610 <i>79,500</i>	1,498,300 <i>929,400</i>	1,503,040 <i>872,230</i>	1,699,960 <i>823,030</i>	115,576 <i>55,513</i>
Siam - - -	881,160 <i>66,410</i>	630,160 <i>231,630</i>	1,318,320 <i>449,360</i>	799,980 <i>263,720</i>	34,888 <i>14,667</i>	811,550 <i>497,530</i>	602,050 <i>269,800</i>	1,127,570 <i>558,710</i>	687,550 <i>395,170</i>	35,965 <i>18,053</i>
TOTAL - - -	49,742,860	56,375,270	56,346,010	60,929,430	4,705,804	42,302,970	49,370,710	49,316,970	52,897,250	3,760,185
Provinces with which trade is carried on:										
Sind and British Baluchistan - - -	5,836,270	5,866,300	5,218,330	5,133,490	430,482	3,817,260	3,478,350	2,906,490	4,094,680	295,366
Punjab - - -	11,319,090	14,468,950	12,495,710	15,085,810	1,280,548	13,497,100	16,333,070	13,127,580	17,111,960	1,347,025
N.W. Provinces and Oudh - - -	6,492,480	5,157,160	6,589,330	7,646,030	564,787	3,601,070	3,542,930	4,116,360	4,607,770	279,496
Bengal - - -	13,619,900	15,914,190	15,711,270	16,252,160	1,254,894	11,355,980	13,048,090	15,646,470	13,507,060	874,198
Assam - - -	844,440	808,900	670,600	777,370	62,898	550,000	304,230	303,240	686,620	28,980
Burma - - -	11,630,680	14,159,770	15,660,770	16,034,570	1,112,195	9,481,560	12,664,040	13,216,830	12,889,160	935,118
TOTAL - - -	49,742,860	56,375,270	56,346,010	60,929,430	4,705,804	42,302,970	49,370,710	49,316,970	52,897,250	3,760,185

## No. 24.

VESSELS ENTERED and CLEARED, distinguishing STEAMERS and SAILING VESSELS, and STEAMERS which proceeded via SUEZ CANAL.

	1895-6.		1896-7.		1897-8.		1898-9.		1899-1900.	
	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.
ENTERED.										
STEAM:										
Via Suez Canal -	725	1,698,707	643	1,554,653	578	1,454,321	662	1,628,559	643	1,662,030
„ other Routes	1,481	1,806,614	1,471	1,796,671	1,501	1,842,142	1,835	2,449,519	1,839	2,435,956
	2,206	3,505,321	2,114	3,351,324	2,079	3,296,463	2,497	4,078,078	2,482	4,097,986
SAILING - -	3,020	622,718	2,892	532,665	2,896	621,298	2,418	505,108	1,913	372,362
TOTAL - -	5,226	4,128,039	5,006	3,883,989	4,975	3,917,761	4,915	4,583,186	4,395	4,470,348
CLEARED.										
STEAM:										
Via Suez Canal -	893	2,025,408	787	1,823,784	758	1,790,223	1,004	2,341,220	875	2,132,830
„ other Routes	1,297	1,449,521	1,289	1,454,877	1,308	1,474,706	1,439	1,671,442	1,458	1,639,930
	2,190	3,474,929	2,076	3,278,661	2,066	3,264,929	2,443	4,012,662	2,333	3,772,760
SAILING - -	2,881	623,632	2,858	535,935	2,718	601,940	2,328	519,798	1,800	384,378
TOTAL - -	5,071	4,098,561	4,934	3,814,596	4,784	3,866,869	4,771	4,532,460	4,133	4,157,138

## No. 25.

VESSELS ENTERED and CLEARED, distinguishing STEAMERS and SAILING VESSELS with CARGOES and in BALLAST.

	1895-6.		1896-7.		1897-8.		1898-9.		1899-1900.	
	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.
ENTERED.										
WITH CARGOES:										
Steam - -	1,835	2,949,232	1,775	2,877,982	1,704	2,732,192	1,849	2,991,245	1,927	3,167,880
Sailing - -	2,021	302,029	1,890	299,020	1,929	371,147	1,659	312,382	1,374	245,511
	3,856	3,311,261	3,665	3,177,002	3,633	3,103,339	3,508	3,303,627	3,301	3,413,391
IN BALLAST:										
Steam - -	371	556,089	339	473,342	375	564,271	648	1,086,833	555	930,106
Sailing - -	999	260,689	1,002	233,645	967	250,151	759	192,726	539	126,851
	1,370	816,778	1,341	706,987	1,342	814,422	1,407	1,279,559	1,094	1,056,957
TOTAL - -	5,226	4,128,039	5,006	3,883,989	4,975	3,917,761	4,915	4,583,186	4,395	4,470,348
CLEARED.										
WITH CARGOES:										
Steam - -	2,066	3,341,190	1,926	3,078,441	1,930	3,084,910	2,337	3,938,474	2,168	3,674,339
Sailing - -	2,457	547,271	2,363	456,364	2,236	517,461	2,025	466,487	1,652	350,143
	4,523	3,888,461	4,289	3,534,805	4,166	3,602,371	4,362	4,404,961	3,820	4,024,482
IN BALLAST:										
Steam - -	124	133,739	150	200,220	136	180,019	106	74,188	165	98,421
Sailing - -	424	76,361	495	79,571	482	84,479	303	53,311	148	34,235
	548	210,100	645	279,791	618	264,498	409	127,499	313	132,656
TOTAL - -	5,071	4,098,561	4,934	3,814,596	4,784	3,866,869	4,771	4,532,460	4,133	4,157,138

## No. 26.

## VESSELS ENTERED, distinguishing COUNTRIES.

COUNTRIES.	1895-6.		1896-7.		1897-8.		1898-9.		1899-1900.	
	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.
ENTERED.										
UNITED KINGDOM	595	1,412,425	481	1,191,295	450	1,159,730	452	1,164,339	435	1,166,773
BRITISH POSSESSIONS:										
Aden - - -	70	137,186	48	108,052	49	108,150	81	163,614	70	156,967
Ceylon - - -	2,586	646,015	2,746	745,641	2,624	80,129	2,343	856,349	1,987	769,384
China, Hong Kong	68	113,719	77	136,087	82	149,707	93	171,277	70	137,901
Straits Settlements - -	332	470,562	293	396,408	289	382,882	349	508,988	352	522,395
Cape Colony - -	39	44,841	39	42,317	42	56,148	46	65,236	42	68,292
Mauritius - - -	79	124,120	63	106,994	66	95,668	73	113,112	68	118,065
Natal - - -	34	34,927	39	29,847	31	36,772	62	94,217	74	134,870
Australia - - -	27	52,397	34	65,077	25	52,024	22	46,360	28	58,443
Other Countries -	2	4,322	2	1,928	1	1,654	1	1,541	5	8,431
	3,237	1,628,089	3,341	1,632,351	3,209	1,689,434	3,070	2,020,694	2,696	1,974,748
FOREIGN COUNTRIES:										
Austria-Hungary	28	64,591	35	85,238	33	77,637	39	88,955	49	123,141
Belgium - - -	12	20,516	8	19,583	5	11,533	2	6,380	2	4,131
France - - -	10	23,347	17	38,825	9	22,109	19	45,979	14	31,309
Germany - - -	91	167,211	77	150,783	74	149,052	66	139,316	63	146,311
Italy - - -	17	42,978	15	32,255	13	1,620	30	66,689	15	40,044
Russia - - -	48	3,588	0	0	53	33,905	58	123,084	61	133,907
Turkey in Europe	0	101,545	49	109,266	0	109,961	1	1,546	4	7,449
Arabia - - -	253	86,376	199	63,360	273	59,203	333	80,356	218	68,581
China, Treaty Ports - -	29	61,732	25	54,301	23	50,089	26	66,941	30	78,479
Japan - - -	37	82,854	46	102,063	46	102,305	69	169,776	67	160,348
Java - - -	5	10,296	10	19,188	20	30,721	7	11,984	9	14,092
Maldiv Islands -	15	2,280	10	1,399	6	786	6	832	12	1,123
Mekran and Sonmiani - -	242	13,622	191	11,488	195	9,503	190	10,860	184	10,697
Persia - - -	116	66,793	136	79,637	125	80,843	139	86,509	112	75,289
Siam - - -	50	16,356	46	9,575	48	12,029	28	4,426	25	8,225
Sumatra - - -	2	2,974	3	3,123	18	18,447	11	13,230	5	8,433
Turkey in Asia -	201	46,434	113	42,840	173	35,197	91	37,122	157	56,664
Abyssinia - - -	2	2,731	0	0	2	3,521	12	19,890	3	4,432
Egypt - - -	8	16,205	11	22,779	8	14,729	65	120,396	36	80,266
Madagascar -	16	25,644	9	2,701	12	5,050	7	7,578	7	6,258
Mozambique - -	18	9,694	26	18,231	18	11,039	12	10,026	13	3,908
Réunion - - -	5	7,514	5	4,019	1	859	12	18,915	5	8,758
Zanzibar - - -	86	60,423	60	48,616	57	51,829	53	74,808	69	86,055
America, South and Central -	36	41,231	4	2,931	3	2,929	4	3,796	1	1,017
United States -	34	65,152	41	80,093	47	92,076	37	72,292	30	57,934
Other Countries -	33	49,026	48	58,049	54	83,155	76	117,367	73	111,916
	1,394	1,087,525	1,184	1,060,343	1,316	1,068,597	1,393	1,398,153	1,264	1,328,827
TOTAL - - -	5,226	4,128,039	5,006	3,883,989	4,975	3,917,761	4,915	4,583,186	4,395	4,470,348

No. 27.

## VESSELS CLEARED, distinguishing COUNTRIES.

COUNTRIES.	1895-6.		1896-7.		1897-8.		1898-9.		1899-1900.	
	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.
CLEARED.										
UNITED KINGDOM }	548	1,254,805	471	1,115,415	470	1,123,526	521	1,260,404	475	1,186,549
BRITISH POSSESSIONS :										
Gibraltar - -	2	2,276	1	645	5	3,191	0	0	0	0
Aden - - -	41	71,512	33	69,113	40	76,097	44	78,911	33	83,210
Ceylon - - -	2,539	496,085	2,750	570,473	2,350	647,116	2,179	593,375	1,798	488,029
China, Hong Kong	77	135,543	82	150,041	83	153,957	79	152,145	58	113,663
Straits Settlements }	296	379,555	255	308,358	282	356,205	301	399,943	326	428,240
Cape Colony - -	10	11,230	7	7,240	4	4,303	3	3,121	4	4,037
Mauritius - - -	61	91,985	32	42,722	27	35,393	40	49,982	33	46,293
Natal - - -	17	12,308	35	24,776	13	12,868	11	11,207	6	8,243
Demerara - - -	8	9,146	8	9,213	6	6,355	6	8,445	8	12,698
West Indies - -	10	11,991	10	11,435	5	7,537	7	8,775	7	9,417
Australia - - -	24	46,733	21	37,465	17	27,838	20	37,987	29	56,179
Fiji - - -	1	1,528	3	4,800	1	1,544	0	0	3	4,228
	3,086	1,269,892	3,237	1,236,281	3,033	1,332,404	2,690	1,343,891	2,305	1,254,237
FOREIGN COUNTRIES :										
Austria-Hungary	29	68,874	29	65,184	41	96,632	41	98,689	39	97,366
Belgium - - -	34	82,621	17	51,641	35	81,750	65	157,880	51	121,249
France - - -	98	217,375	83	183,430	70	160,483	115	247,023	78	182,974
Germany - - -	98	189,247	90	190,803	103	208,833	124	271,106	97	234,062
Holland - - -	9	19,779	6	15,473	2	6,209	8	16,295	6	13,353
Italy - - -	34	75,567	29	61,952	25	59,538	42	94,412	26	61,102
Portugal - - -	3	2,340	0	0	5	2,985	8	5,253	1	586
Russia - - -	1	2,254	10	25,434	4	9,238	3	3,873	0	0
Spain - - -	4	7,425	2	3,730	4	8,714	2	3,171	1	2,512
Arabia - - -	209	80,840	150	65,888	195	50,702	251	92,903	196	55,682
China, Treaty Ports }	32	70,906	31	66,887	26	59,999	24	63,683	33	89,871
Japan - - -	17	41,093	26	62,830	29	66,497	56	127,261	63	155,760
Java - - -	9	16,631	19	37,806	5	9,561	1	2,155	5	9,012
Maldiv Islands -	14	1,737	14	1,894	7	989	9	1,252	12	1,181
Mekran and Somniani }	203	14,000	156	9,949	166	9,082	168	9,620	158	9,807
Persia - - -	126	85,053	104	74,950	112	64,634	108	78,724	90	63,080
Siam - - -	28	2,996	21	2,120	20	6,224	18	1,755	7	124
Sumatra - - -	0	0	0	0	2	1,988	3	4,242	2	3,443
Turkey in Asia -	55	48,873	50	30,208	47	15,880	21	7,841	68	22,975
Abyssinia - - -	3	4,456	3	4,741	9	15,458	9	15,458	2	4,022
Egypt - - -	159	302,129	154	299,913	111	218,233	184	349,300	155	316,540
Madagascar - -	17	3,402	23	3,255	17	1,804	9	1,019	9	850
Mozambique - -	37	9,776	27	12,024	27	8,057	27	10,321	24	4,852
Réunion - - -	3	4,576	2	2,371	1	327	5	5,309	4	6,097
Zanzibar - - -	82	46,149	65	46,867	76	60,547	106	93,146	83	75,675
America, South and Central }	56	62,510	63	66,418	70	83,391	43	46,883	45	54,034
United States -	45	88,214	29	59,712	43	96,020	42	90,825	28	65,517
Other Countries -	32	25,041	23	17,420	29	7,164	68	28,766	70	64,594
	1,437	1,573,864	1,226	1,462,900	1,281	1,410,939	1,560	1,928,165	1,353	1,716,352
TOTAL - - -	5,071	4,098,561	4,934	3,814,596	4,784	3,866,869	4,771	4,532,460	4,133	4,157,138



## No. 28.

## VESSELS ENTERED and CLEARED, distinguishing NATIONALITIES.

NATIONALITIES.	1895-6.		1896-7.		1897-8.		1898-9.		1899-1900.	
	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.
ENTERED.										
BRITISH	2,115	3,314,415	1,989	3,086,971	1,984	3,127,061	2,365	3,770,391	2,299	3,650,004
BRITISH INDIAN	868	131,049	921	138,101	946	142,882	775	108,641	571	72,690
NATIVE	1,550	80,968	1,546	77,192	1,419	75,772	1,181	66,305	855	55,757
FOREIGN:										
Austro - Hun- garian	54	113,347	62	133,382	60	127,283	51	119,781	71	179,689
Danish	3	2,183	9	5,368	4	2,435	5	3,085	9	12,194
Dutch	3	4,784	0	0	11	8,131	13	14,904	20	13,965
French	65	79,285	58	79,677	50	60,741	77	90,315	78	86,589
German	141	224,007	123	217,244	123	198,815	112	215,217	105	212,895
Italian	29	57,245	28	48,150	25	51,788	29	58,398	27	58,146
Norwegian	45	46,501	42	38,037	56	53,194	49	45,806	40	44,433
Portuguese	35	1,441	18	694	10	465	7	330	4	287
Russian	4	8,102	2	2,182	1	938	2	1,953	0	0
Swedish	4	3,660	10	8,260	5	3,673	4	2,775	4	3,394
Turkish	13	2,890	9	1,530	1	698	9	2,545	9	1,994
Arab	273	37,241	165	24,090	262	32,222	196	26,751	268	32,596
Japanese	8	15,810	10	21,208	14	28,508	21	50,509	14	30,567
Mekranese	7	350	11	662	2	125	13	456	12	366
American	4	4,080	1	1,172	2	3,030	2	2,066	2	2,461
Others	5	691	2	60	0	0	4	2,958	7	12,351
	693	601,607	550	581,725	626	572,046	594	637,849	670	691,897
TOTAL	5,226	4,128,039	5,006	3,883,989	4,975	3,317,761	4,915	4,583,186	4,395	4,470,348
CLEARED.										
BRITISH	2,128	3,323,827	1,980	3,078,271	1,964	3,087,527	2,317	3,697,915	2,182	3,389,763
BRITISH INDIAN	884	130,804	926	137,856	923	138,500	762	108,062	528	68,596
NATIVE	1,454	75,837	1,544	77,128	1,332	74,919	1,121	66,728	821	54,056
FOREIGN:										
Austro - Hun- garian	60	124,011	50	106,347	64	138,203	62	144,624	60	147,374
Danish	1	610	11	6,939	1	842	7	4,066	8	10,193
Dutch	2	2,604	1	2,180	10	7,854	13	15,235	19	11,595
French	67	83,203	58	76,722	47	59,672	74	91,772	77	88,737
German	129	199,746	113	193,970	121	192,678	117	225,096	104	208,068
Italian	30	58,083	26	48,705	28	55,604	29	58,438	26	57,761
Norwegian	43	46,574	38	37,511	61	56,243	45	43,555	42	44,061
Portuguese	8	872	4	338	1	28	2	274	1	87
Russian	3	5,226	2	3,867	2	2,039	1	1,015	1	938
Swedish	5	4,335	9	7,795	5	3,673	4	2,775	2	1,879
Turkish	16	4,888	2	1,759	2	1,759	2	1,759	2	1,759
Arab	225	31,817	150	22,116	210	25,716	183	25,796	229	27,319
Japanese	0	0	4	9,235	9	18,443	17	40,312	14	32,377
Mekranese	9	701	12	770	1	78	12	441	11	357
American	5	4,210	1	978	1	1,858	1	1,320	1	1,026
Others	2	1,213	2	2,089	2	1,233	2	3,277	5	11,192
	605	568,093	484	521,341	565	565,923	571	659,755	602	644,723
TOTAL	5,071	4,098,561	4,934	3,814,596	4,784	3,866,869	4,771	4,532,480	4,133	4,157,138

## No. 29.

## VESSELS BUILT at INDIAN PORTS.

	1895-6.		1896-7.		1897-8.		1898-9.		1899-1900.	
	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.
<b>BENGAL:</b>										
Calcutta: Steam - -	0	0	0	0	0	0	2	360	0	0
Chittagong: Sailing - -	1	59	9	761	3	163	3	175	0	0
<b>BOMBAY and SIND:</b>										
Bombay: Steam - -	2	40	5	99	1	22	3	93	0	0
Sailing - -	3	178	5	309	11	597	16	1,227	12	545
Karachi " - -	10	236	12	529	10	443	9	581	13	646
Other Ports " - -	49	1,166	23	522	10	257	9	215	14	320
<b>MADRAS:</b>										
Various Ports: Sailing -	18	362	16	332	20	375	12	231	15	273
<b>BURMA:</b>										
Rangoon: Steam - -	0	0	0	0	0	0	1	45	0	0
Sailing - -	0	0	0	0	0	0	1	18	0	0
Moulmein: Steam - -	1	52	1	39	0	0	0	0	0	0
Sailing - -	0	0	2	125	0	0	0	0	0	0
Tavoy " - -	2	59	4	202	2	82	7	404	5	194
Mergui " - -	4	60	4	57	6	94	4	60	3	80
<b>TOTAL</b> - -	<b>90</b>	<b>2,212</b>	<b>81</b>	<b>2,975</b>	<b>63</b>	<b>2,033</b>	<b>67</b>	<b>3,409</b>	<b>62</b>	<b>2,058</b>

## No. 30.

## VESSELS FIRST REGISTERED at INDIAN PORTS.

	1895-6.		1896-7.		1897-8.		1898-9.		1899-1900.	
	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.
<b>Under the English Merchant Shipping Act:</b>										
Bengal: Steam - -	2	371	2	382	1	89	2	360	2	3,182
Sailing - -	0	0	0	0	0	0	1	834	0	0
Bombay: Steam - -	4	4,162	2	2,158	2	3,521	3	2,382	6	5,119
Sailing - -	2	29	0	0	0	0	2	28	0	0
Burma: Steam - -	2	87	1	39	1	11	1	45	0	0
Sailing - -	1	93	0	0	0	0	1	18	1	891
	<b>11</b>	<b>4,742</b>	<b>5</b>	<b>2,579</b>	<b>4</b>	<b>3,621</b>	<b>10</b>	<b>3,667</b>	<b>9</b>	<b>9,199</b>
<b>Under the Indian Merchant Shipping Acts:</b>										
Bengal: Sailing - -	0	0	1	18	1	22	3	160	0	0
Bombay and Sind: Steam - -	1	20	2	27	1	22	4	109	2	66
Sailing - -	104	3,125	52	1,714	40	2,387	64	3,014	69	2,746
Madras: Sailing - -	25	522	16	332	19	357	13	254	15	273
Burma: Sailing - -	8	164	10	442	9	308	11	464	8	274
	<b>138</b>	<b>3,831</b>	<b>81</b>	<b>2,533</b>	<b>70</b>	<b>3,096</b>	<b>95</b>	<b>4,001</b>	<b>94</b>	<b>3,359</b>
<b>TOTAL</b> - -	<b>149</b>	<b>8,573</b>	<b>86</b>	<b>5,112</b>	<b>74</b>	<b>6,717</b>	<b>105</b>	<b>7,668</b>	<b>103</b>	<b>12,558</b>

## No. 31.

## COASTING TRADE.—Value of the Total Trade.

			1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
IMPORTS :			<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	£
Private Merchandise	Country	- -	310,929,170	274,071,930	299,761,910	286,679,220	21,137,563
	Foreign	- -	63,552,350	52,620,840	53,711,590	53,361,740	3,476,384
Government Stores	Country	- -	3,850,990	3,561,460	4,436,880	3,723,450	227,219
	Foreign	- -	5,118,110	3,152,570	3,329,160	3,366,270	329,213
Total Merchandise			383,450,620	333,406,800	361,239,540	347,106,240	25,170,379
Treasure			19,810,450	19,785,640	22,374,610	17,233,430	1,923,339
Total Imports			403,261,070	353,192,440	383,614,150	364,339,670	27,093,718
EXPORTS :							
Private Merchandise	Country	- -	262,298,160	252,152,260	291,507,640	247,613,130	21,491,882
	Foreign	- -	78,497,280	66,884,310	71,132,120	66,775,070	4,219,014
Government Stores	Country	- -	4,418,830	3,602,150	4,162,410	3,315,990	248,529
	Foreign	- -	4,110,680	2,590,340	3,989,610	3,137,720	295,469
Total Merchandise			349,324,950	325,229,060	370,791,780	320,841,910	26,254,894
Treasure			27,077,600	24,237,090	24,186,520	23,190,360	1,711,769
Total Exports			376,402,550	349,466,150	394,978,300	344,029,510	27,966,663
TOTAL TRADE			779,663,620	702,658,590	778,592,450	708,369,180	55,060,381

## No. 32.

TOTAL VALUE of PRIVATE MERCHANDISE (Country and Foreign) and TREASURE IMPORTED into and EXPORTED from INDIAN PORTS (British and Foreign) in the several PRESIDENCIES and PROVINCES.

Presidencies and Provinces.		IMPORTS.				EXPORTS.			
		Merchandise.			Treasure.	Merchandise.			Treasure.
		Country.	Foreign.	Total.		Country.	Foreign.	Total.	
Bengal	1895-96	Rs. 55,760,030	8,812,960	64,572,990	2,503,880	63,074,070	14,395,210	77,469,280	9,389,440
	1896-97	" 63,087,890	8,168,450	71,256,340	2,184,600	56,229,520	13,373,560	69,603,080	11,333,960
	1897-98	" 72,928,560	8,314,120	81,242,680	5,383,470	66,316,230	14,091,670	80,407,910	12,709,630
	1898-99	" 48,601,770	11,069,160	59,670,930	2,423,630	62,091,190	12,669,750	74,760,940	8,435,510
	1899-00	£. 3,134,924	625,571	3,760,495	279,090	4,975,027	710,199	5,685,226	1,087,009
Bombay	1895-96	Rs. 149,125,640	7,475,370	156,601,010	1,820,590	96,531,520	52,702,430	149,233,940	7,332,710
	1896-97	" 116,603,330	5,608,990	122,212,320	2,216,760	82,538,970	43,205,510	125,744,480	4,883,900
	1897-98	" 121,314,530	6,306,330	127,620,860	2,592,780	84,734,510	46,103,750	130,838,260	4,316,160
	1898-99	" 121,821,450	5,311,270	127,132,720	751,490	84,035,830	43,269,300	127,305,130	6,469,620
	1899-00	£. 10,626,494	388,808	11,015,302	161,165	6,409,249	2,818,352	9,227,601	361,371
Sind	1895-96	Rs. 12,558,980	17,954,630	30,513,610	1,840,980	19,046,620	1,979,360	21,025,980	6,300
	1896-97	" 10,694,390	14,494,780	25,189,170	990,540	17,443,980	1,656,520	19,100,500	65,850
	1897-98	" 11,397,440	16,209,960	27,607,400	788,270	24,914,780	1,651,180	26,565,950	79,730
	1898-99	" 11,714,160	15,130,640	26,844,800	4,486,340	11,634,370	1,659,080	13,293,450	55,040
	1899-00	£. 822,638	973,460	1,796,098	246,570	1,596,236	126,388	1,722,624	393
Madras	1895-96	Rs. 51,726,010	16,011,990	67,738,000	933,310	54,891,510	2,709,600	57,601,110	521,050
	1896-97	" 41,790,270	12,864,710	54,654,980	1,176,330	50,236,570	2,401,320	52,637,900	1,013,800
	1897-98	" 48,353,300	11,831,630	60,184,920	915,710	48,175,360	2,507,430	50,682,790	617,170
	1898-99	" 54,091,050	10,912,600	65,003,650	846,260	49,312,420	2,272,210	51,584,630	624,600
	1899-00	£. 3,282,378	798,393	4,080,771	86,363	3,553,517	109,645	3,663,162	38,270
Burma	1895-96	Rs. 41,758,510	13,297,400	55,055,910	5,795,800	28,754,440	6,710,680	35,465,130	627,360
	1896-97	" 41,952,130	11,483,910	53,436,040	10,689,660	45,703,220	6,247,400	51,950,610	1,668,890
	1897-98	" 46,162,690	11,058,760	57,221,450	10,252,490	67,366,760	6,778,080	74,144,840	4,419,900
	1898-99	" 50,620,570	10,938,070	61,558,640	7,283,250	40,536,600	6,904,720	47,441,320	1,233,850
	1899-00	£. 3,271,129	690,152	3,961,281	1,150,151	4,957,852	454,431	5,412,283	224,726
TOTAL	1895-96	Rs. 310,929,170	63,552,350	374,481,520	12,894,560	262,298,160	78,497,280	340,795,440	17,876,860
	1896-97	" 274,128,010	52,620,840	326,748,850	17,257,880	252,152,260	66,884,310	319,036,570	18,966,400
	1897-98	" 300,156,520	53,720,800	353,877,320	19,932,720	291,507,640	71,132,110	362,639,750	22,142,590
	1898-99	" 286,849,000	53,361,740	340,210,740	15,770,970	247,610,410	66,775,050	314,385,470	16,818,620
	1899-00	£. 21,137,563	3,476,384	24,613,947	1,923,339	21,491,881	4,219,015	25,710,896	1,711,769

## No. 33.

## COASTING SHIPPING.

VESSELS ENTERED (with Cargoes and in Ballast).

YEAR.	STEAMERS.		SAILING VESSELS.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.
1894-95 - - -	9,829	10,581,291	163,151	2,947,375	172,980	13,528,666
1896-97 - - -	9,755	10,168,132	141,623	2,557,014	151,378	12,725,146
1897-98 - - -	9,200	9,809,651	135,114	2,430,896	144,314	12,240,547
1898-99 - - -	9,232	10,303,068	147,396	2,516,499	156,628	12,819,567
1899-1900 - -	9,110	9,863,455	152,045	2,632,586	161,155	12,496,041
VESSELS CLEARED (with Cargoes and in Ballast).						
1895-96 - - -	9,772	10,479,985	154,534	2,876,099	164,306	13,356,084
1896-97 - - -	9,812	10,248,022	132,204	2,490,794	142,016	12,738,816
1897-98 - - -	9,219	9,796,111	126,252	2,388,521	135,471	12,184,632
1898-99 - - -	9,271	10,444,954	135,595	2,469,226	144,866	12,914,180
1899-1900 - -	9,219	10,090,790	141,411	2,557,925	150,630	12,648,715

## No. 34.

## TRADE of ADEN.

	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.
<b>FOREIGN TRADE :</b>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	<i>Rupees.</i>	£.
Imports :					
Merchandise - - - - -	28,522,330	20,157,040	24,818,870	24,772,500	1,743,015
Treasure - - - - -	6,116,270	7,307,370	3,693,060	3,612,120	207,759
Exports :					
Merchandise - - - - -	33,144,400	31,483,910	30,159,100	30,730,260	1,962,585
Treasure - - - - -	7,111,170	5,448,540	3,291,180	2,065,060	114,235
TOTAL - - - - -	74,894,170	74,396,860	61,962,210	61,179,940	4,027,594
<b>INDIAN TRADE :</b>					
Imports :					
Merchandise - - - - -	10,817,800	10,873,870	11,851,110	14,679,400	826,125
Treasure - - - - -	1,282,330	848,160	649,430	503,000	17,022
Exports :					
Merchandise - - - - -	1,004,800	1,119,350	1,185,340	939,160	73,536
Treasure - - - - -	421,450	1,142,560	1,402,660	3,126,610	126,130
TOTAL - - - - -	13,526,380	13,983,940	15,088,540	19,248,170	1,042,813
<b>INLAND TRADE :</b>					
Imports :					
Merchandise - - - - -	3,939,890	3,027,710	3,310,480	2,701,010	183,363
Treasure - - - - -	49,750	60,750	65,920	44,010	29,706
Exports :					
Merchandise - - - - -	1,875,480	2,084,120	1,272,430	1,651,240	76,050
Treasure - - - - -	389,630	266,460	184,350	165,400	8,431
TOTAL - - - - -	6,254,750	5,439,040	4,833,180	4,561,660	297,550
GRAND TOTAL - - -	94,675,300	93,819,840	81,883,930	84,989,770	5,367,957

Revenue and Statistics Department,  
India Office,  
February 1901.







